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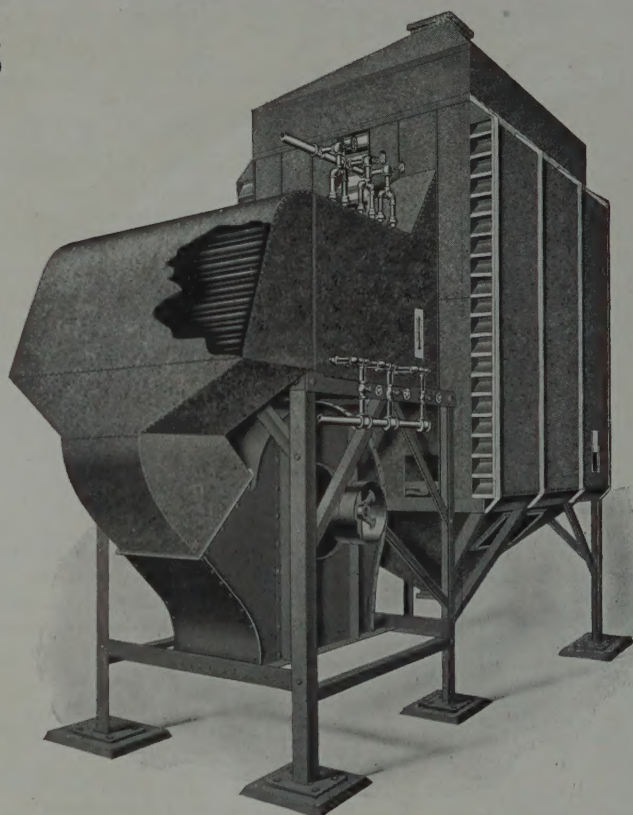
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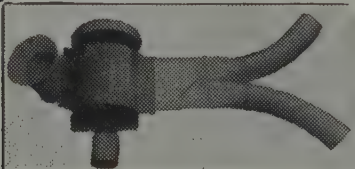
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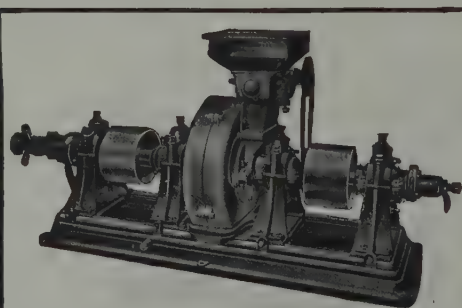
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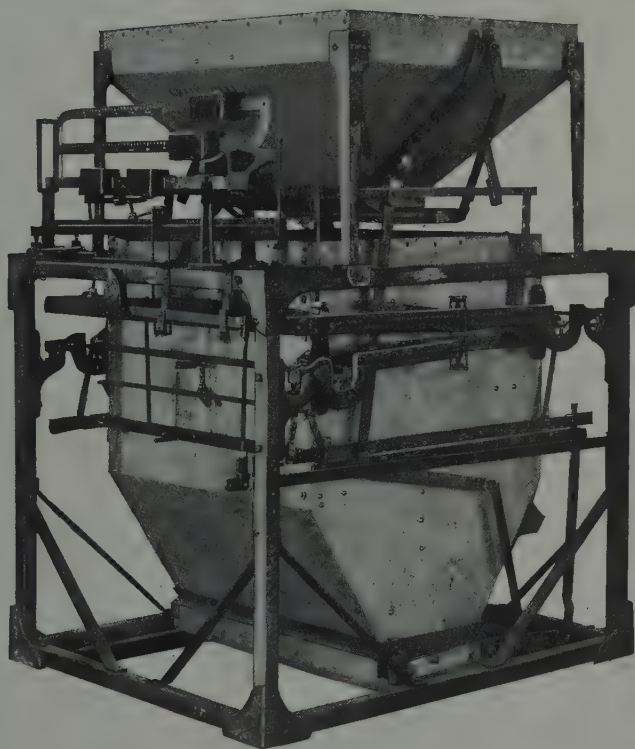
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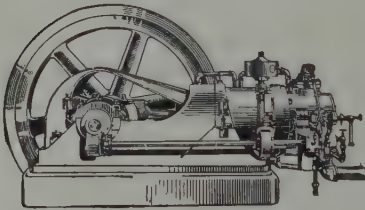
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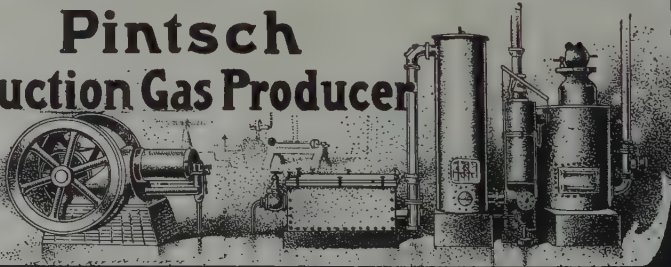
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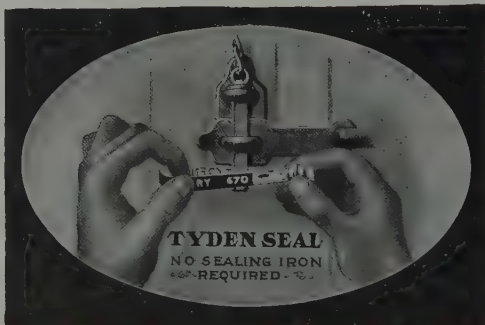
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ONLY MOVER ON THE MARKET THAT READILY MOVES THE 80,000 AND 100,000 CAPACITY CARS on an Unfavorable Track



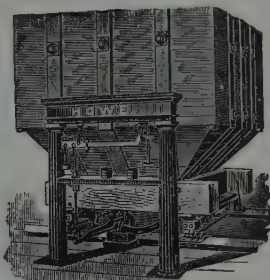
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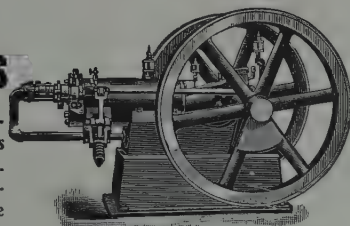


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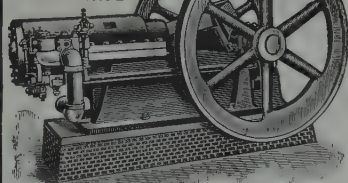
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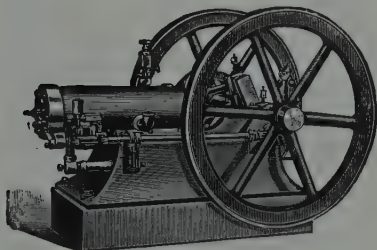


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For continuous, uniform and accurate weighing of grain.

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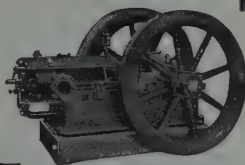
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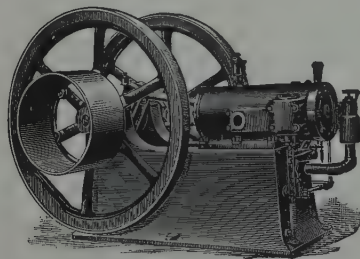
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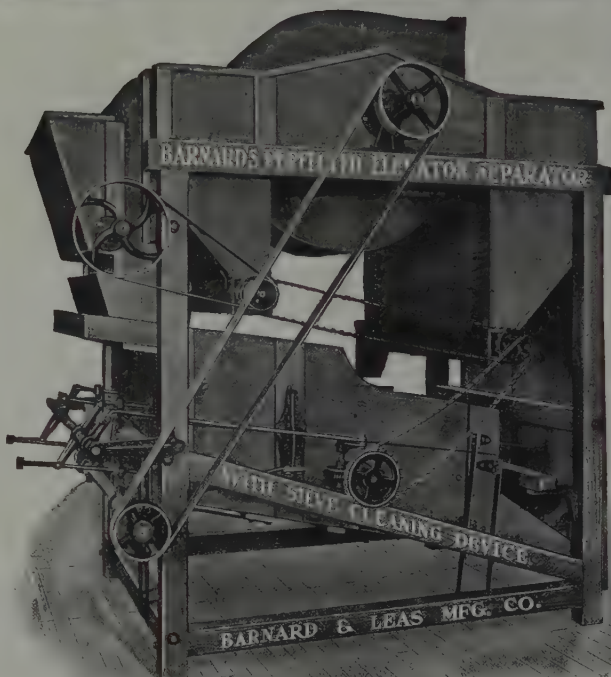
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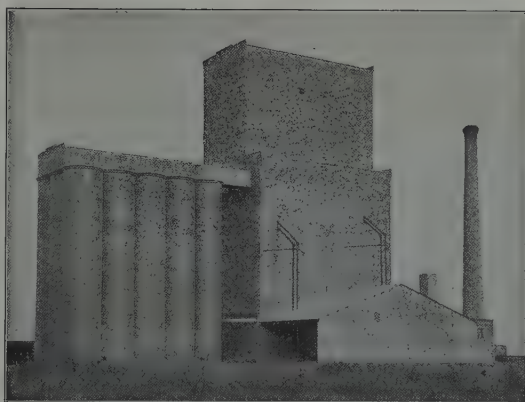
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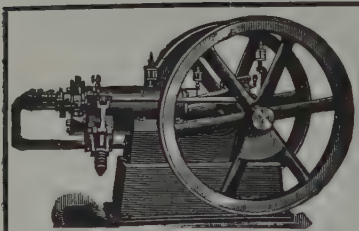
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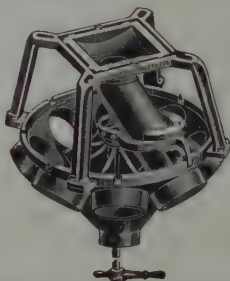
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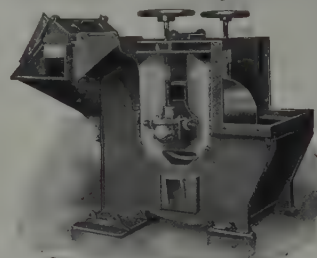
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It is expensive, in delays, in labor, in cups and belts, in wasted, mixed, and damaged grain, in interrupted business. It is folly, or inequity to bungle one's effort in such futility. The time is not far distant when shame alone will stop its occurrence.



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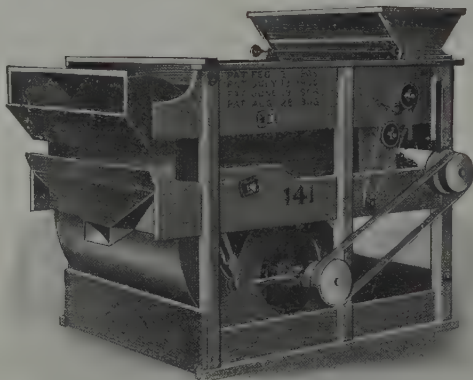
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Is never graded as high as grain that is perfectly free from all that is foreign to it. You will find that cleaning and separating all grain before shipment will bring you in many extra dollars.

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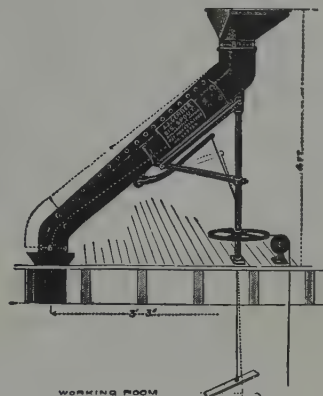
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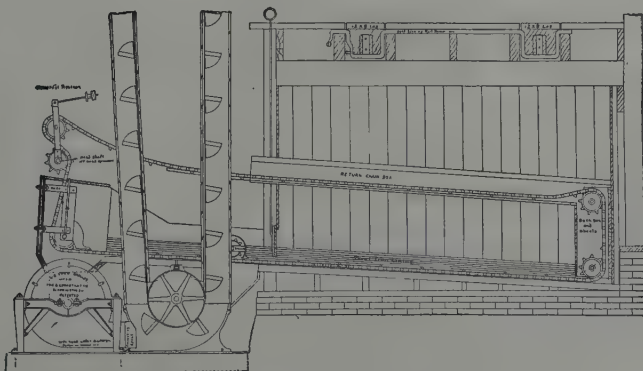
is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is $9\frac{3}{4} \times 12$ inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

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and see how such an outfit would save you space, time and money.

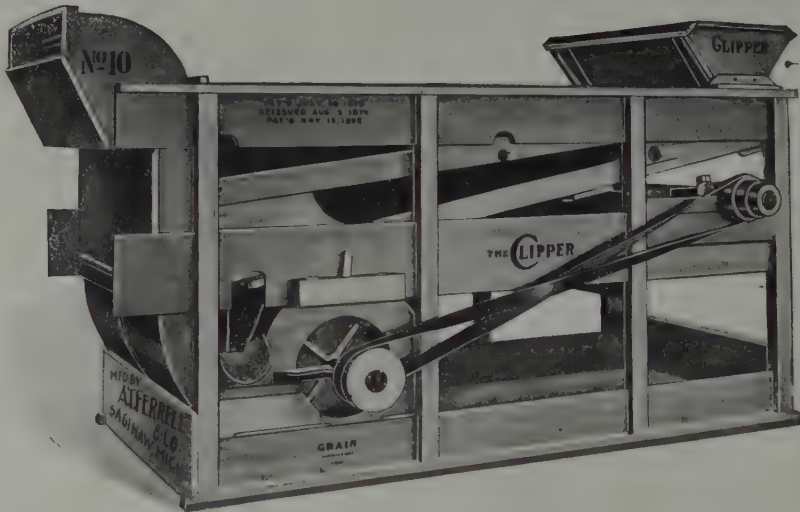
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Grain and Flax Cleaners.



For cleaning Northwest-
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CLIPPER CLEANERS
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They are strongly built,
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running. Either of the
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A 5 h. p. or 6 h. p. gasoline
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cleaners and two small
stands of elevator legs.
This makes your fuel bill
very low and at the same
time you secure as good re-
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with an outfit costing sev-
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There are more of our CLEANERS used in local elevators in Minnesota and the Dakotas than of all other makes of cleaners together.

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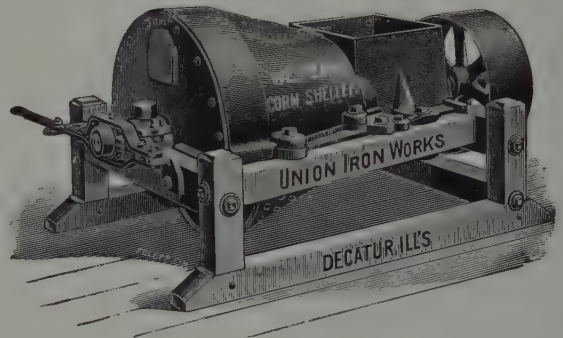
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Manufactured Exclusively by

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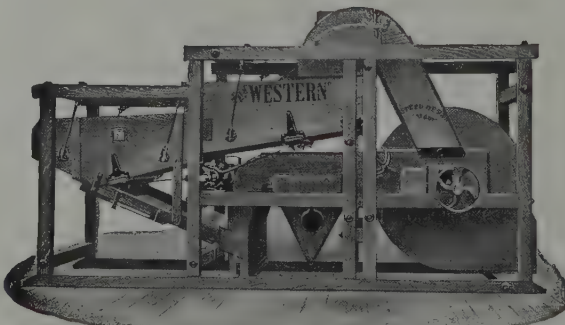
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Does the work better than has ever been possible. Write us or come and see us, and be convinced.

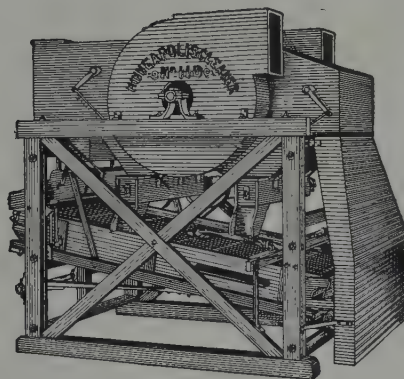
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Grain or Flax

2 MACHINES IN 1



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FOR SALE—Elevator and residence; property on the B. & M. For particulars address Lock Box 15, Bradshaw, Nebr.

IF YOU WANT to buy an up-to-date elevator cheap, on the Big Four in Ohio, write to C. M. H. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. elevator in central Illinois on C. E. & I. R. R. Handle 300,000 bu. yearly. Address J. Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000 bu. elevator and 800 ton hay storage in good territory, central Northern Ohio. Address Miller, Box 11, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS on C. & A. within 80 miles of Chicago for sale; combined capacity over 100,000 bushels; annual shipments 300,000 bushels. Address J. M. Maguire, Campus, Ill.

ELEVATOR in western Indiana; ear corn station; no competition; fine farming country; gravel roads; handles annually 200,000 bushels. This is good. Address J. M. Maguire, Campus, Ill.

FOR SALE OR exchange for land, Ohio elevator handling 150,000 bu. annually; built 1903; modern and up-to-date machinery. Address Pohsib, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good 20,000 bushel elevator in eastern Iowa, doing business of over 100,000 bushels; only elevator in county seat. Price \$6,000. Iowa Mill & Elevator Brokers, Independence, Iowa.

FIRST CLASS elevator for sale, desirable in every way. Owner retiring with a fortune. Will sell for cash or exchange for first class farm land. Address X. Y. Z., Box 12, Grain Dealers Journal, Chicago.

12,000 BU. elevator, 10,000 bu. potato house, flour and feed store, implement house 26x70 and 8 room dwelling house for sale, account my going into another business. No competition. Address Geo. Cota, Oconto Falls, Wis.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Illinois.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—One of the best all-round country elevators in the best country on earth, eastern Kansas, paying 25 per cent; no competition. Price \$8,000. No trades. Easy terms to good grain man if desired. Address Abc, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—An elevator at a station that ships 400,000 bushels of grain per year; one other elevator; excellent chance for some one that wants a good business; pleasant relations with competitor. If you mean business, and want to buy, address Henry, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE on the Big Four R. R. in Ill. Handles 223,000 bushels annually; 60,000 bushels capacity; 2 stands of elevators, 500 bushels; Fairbanks hopper scale; gravity loader; rope transmission of power; brick engine house; gasoline engine; office scales; telephone, etc. Better investigate quick. Address Lock Box 455, Decatur, Ill.

MY GRAIN, COAL, flour, feed and milling business for sale, also feed and sale barns; on paved streets in town of 5,000 population. On C., R. I & P. and C., M. & St. P. railways, in Southeastern Iowa. Also 9-room residence for sale. Business will bear investigation. Good reasons for selling. Address A. W., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12,000 bu. elevator, Iron Clad, 15 H. P. gasoline engine, 300 bu. hopper scale, Cornwall cleaner, Victor sheller, all good as new; also coal and implement business. No competitor. Good country, principal crop corn and winter wheat. 200,000 bu. business last year. St. Joe & G. I. and U. P. R. R. Address Nedrac, Box 11, Grain Dealers Journal, Chicago, Ill.

ONE 30,000 BUSHEL full modern and well equipped elevator for sale, located in the famous Saskatchewan valley, the finest wheat section in the world, in a good town; station handled last year 900,000 bushels; will ship over a million this year, mostly wheat, some oats and flax; only three other elevators in town; best of competition, big margins. Don't answer unless you mean business. Price \$7,500. Address Mutual, Box 672, Regina, Sask., Canada.

FOR SALE—A new elevator, modern, capacity about 17,000 bu., 2 dumps, 8 bins, brick engine house, gasoline engine, office, 5 ton Fairbanks Compound beam scale, all new, 2 acres land running parallel with R. R. side track, hog lot, good well and pump, coal bins, corn cribs and good town 1,500 population. Territory 18 miles north, 12 miles south, 6 miles east and west; good farming territory, no better in the state. Going to California reason for selling. C. W. Carroll, Blandinsville, McDonough Co., Ill.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first class equipment and is in perfect order. Write for full description and particulars to Box 3, Freeland Park, Ind.

ELEVATOR FOR SALE—30,000 capacity; all modern improvements, also coal sheds; located center city of 2,500 population in northeastern Indiana; also farm in northwestern Ohio, 280 acres at \$100 per acre, level, black land, formerly covered with black ash and elm; \$5,000 worth of buildings on same, mostly new. Will enter into contract, if sell, to rent same at \$8.00 per acre for 1 to 3 years, cash payable yearly in advance. If sell elevator do not care to sell land and if sell land do not care to sell elevator. \$3.00 per acre commission to any one sending me buyer for land; liberal commission for selling elevator. Will rent elevator one year to right party with privilege of buying, rent to apply on sale of elev. Would take partner, me to furnish elevator and he to furnish capital. Must have at least \$7,000 to put in business. For further information address Dab, Box 10, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

THE GRAINMAN'S ACTUARY,
\$2.50 postpaid,
Henry Nobbe, Litchfield Ill.

FOR SALE, stock in good mill paying 23% annual dividends. Write A. H. Bennett & Co., Topeka, Kansas.

WE GET RESULTS so if you want to buy, sell, trade or lease, write us. Buckeye Brokerage Co., Marion, Ohio.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

FOR SALE OR TRADE:
Elevators, Mills, Hotels in Ind., Ill. and Iowa. Land to trade for elevators. List your properties with me. J. D. McClean, 403 N. Jef. Av., Peoria, Ill.

ADDRESSOGRAPH in good condition for sale; complete with full list of Ohio Grain Shippers and Eastern Buyers already set up in chain. Cummins & Cratty, 38 Clinton Bldg., Columbus, Ohio.

DO YOU want to buy?
Do you want to sell?
Or do you want to trade your elevator or mill property? If so, write us.
Buckeye Brokerage Co.,
Marion, Ohio.

AN OLD established seed, grain and feed business, in best city of the central west for sale. Good growing business. Best reasons for selling. Address Seed, Box 12, Grain Dealers Journal, Chicago, Illinois.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

ELEVATORS WANTED.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED TO RENT an elevator. State particulars and rent per year. Address Welt, Box 12, Grain Dealers Journal, Chicago.

WANTED TO BUY: elevator at good point in N. Dak. Prefer point handling at least 75,000 bu. yearly. State full particulars in first letter. Address Lock Box 142, Lansford, No. Dak.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

ELEVATOR WANTED in west central Ohio; must be in good condition and show plenty business. Give full information in first letter. Address John S. Palmer, Shreve, Ohio.

WE WANT elevators, mills and feed mills in Ohio, Indiana and Michigan to meet special requests we have at present. Buckeye Brokerage Co., Marion, Ohio.

MILLS FOR SALE.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

FLOUR MILL and line of elevators for sale in best wheat country in Southwest. A money-maker and a bargain if taken at once. Address So., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT or would exchange for property in Northern Michigan, or Northeastern Wis., a 75-bbl. capacity mill and 18,000 bu. capacity elevator 20 miles E. of Toledo on Lake Shore R. R. Excellent grain country and market. Price \$6,000. Cost new in 1895 \$15,000. All Barnard machinery. Address A. W. Weidemann, Menominee, Mich.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address—B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, set cost you only 15 cents per line. Try it.

SITUATIONS WANTED.

POSITION WANTED by married man with eight years experience in hay, grain and seed business. References Address Box 71, Plymouth, Ohio.

SITUATION WANTED by man of experience, with good reference, as manager of country grain business. Address J. T. M., P. O. Box 114, Nichols, Iowa.

SITUATION WANTED by competent man as buyer or bookkeeper; single; temperate; good references. Address John, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as grain buyer or to handle elevator by experienced man; speaks three different languages; good education, sober and industrious. John Hut, Box 145, Wellsburg, Iowa.

POSITION WANTED in Ohio or Indiana, by young married man with 14 years' experience in elevator and grain business. Address Loop, Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as operator of grain elevator. Several years experience. Can do anything from bookkeeping to gasoline engine. Good references and bond if desired. Address Marc, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as bookkeeper, buyer or manager for grain firm by reliable and strictly sober young married man, experienced in handling grain, coal and lumber; also understands gasoline engines and elevator machinery. Address Ora L. Langellier, Milford, Ill.

SITUATION WANTED — Young man of 27, experienced in grain, coal and lumber business, also 2 years in railroad and 2 years in law and real estate office, takes rapid dictation, good penman, experienced bookkeeper, best of habits. References furnished. Address Salguod, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED with grain or lumber company, as manager or agent; must be town where there is high school. Would prefer position where grain, lumber and stock is handled. Several years' experience in grain, lumber, coal and stock. Address J. Gerber, Hanlontown, Iowa.

HELP WANTED.

EXPERIENCED hay buyer wanted by the Saginaw Milling Co., Saginaw, Mich.

TRAVELING MAN wanted who calls on grain dealers, to sell a ready selling article as a side line. For particulars address Dennek, Box 12, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED—A partner with \$15,000 to start two elevators in North Dakota; new and good territory. Address, Retort, Box 12, Grain Dealers Journal, Chicago, Ill.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

MISCELLANEOUS.

FOR SALE—Forty shares mill stock, Iowa; 150 bbl. mill. Price \$3,000 cash or trade at par. L. Dahms, Lock Box 51, Truman, Minn.

ADDRESS WANTED of H. M. Talcott, formerly of St. Joseph, Mo. Address Jones, Box 11, Grain Dealers Journal, Chicago, Ill.

ARMSBY CIPHER CODE WANTED —Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of W. H. Minor, formerly senior partner of Minor, Powell & Co., St. Louis, Mo. Address C. Daniels, Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings's New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

bus.

State.....

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

SECOND HAND or new gasoline engines for sale. Shadegg Eng. Co., 315 S. 3d St., Minneapolis, Minn.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

FOR SALE—15-h.p. St. Marys gas engine complete with all fixtures. Good as new. Price \$100. H. O. Bowsman, Decatur, Indiana.

FOR SALE—One 25-h.p. steam engine in good repair. Have sold boiler and will sell engine at bargain. Geo. H. Crawford, Mendon, Mich.

GASOLINE ENGINE at a bargain, 12 H. P. Fairbanks-Morse, good as new; latest style; need more power. Price, \$300.00. Wm. Bonslett, West McHenry, Ill.

GAS ENGINE for sale, 75-h.p. double cylinder; as good as new. New cylinders, new valves and all wearing parts made new. Price cheap. Inquire of The Jay Grain Co., St. Marys, Ohio.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h.p. Have all been put in first class shape and will sell cheap. Address Witte Iron Works Co., 526 West 5th st., Kansas City, Mo.

SECOND-HAND ENGINES for sale. One 5 h.p. Fairbanks; two 8, one 10, and one 16 h.p. Otto; one 10 h.p. Columbus; one 25 h.p. and one 30 h.p. Webster; 18 h.p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 46 horse-power and one 26 horse-power Howe gasoline engine, both almost new and guaranteed as good as new, can be seen in operation at Quaker elevator, Minneapolis, Minn. Stewart Elevator Co., Minneapolis, Minn.

FOR SALE CHEAP—125 H. P. Weber gas engine and producer plant, complete with \$500 worth of extras. Has been run 14 months and is in first-class condition. Good reason for selling. Address Brooks Elevator Co., Minneapolis, Minn.

FOR SALE very cheap—I Wheelock Automatic Engine, cylinder 20x48, diameter of shaft 8", length of shaft 7' 10". Engine right hand. With engine goes full set of oil cups, 1 cylinder lubricator (Detroit Double Connection) and 1 Receiver and Separator 5'x10"x15". Engine and fittings in good condition. Reason for selling, plant requires larger engine. Address all inquiries to Hygienic Food Co., Battle Creek, Mich.

CLARK'S CAR REGISTER

is designed especially to facilitate finding of record of any car. A time and labor saver. Invaluable to receivers.

Grain Dealers Co., Chicago, Ill.

ENGINES AND BOILERS.

FOR SALE or will trade for larger engine, 1 20 H. P. Automatic engine and 1 26 H. P. Boiler all in good condition. Burrell, 263 LaSalle St., Chicago.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6 7/8 bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernet, Craft & Kauffman Milling Co., St. Louis, Mo.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar, 204 Dearborn st. Chicago, Ill.

MISCELLANEOUS FOR SALE

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

GRAIN TESTERS.

Two quart testers, one quart testers, one pint testers, the best are cheapest, we have the best, write us for prices. A. S. Garman & Sons, Akron, O.

FIRE PROTECTION is insured if you have a "Perfection" Fire Extinguisher; inexpensive, safe and reliable. Only one make. Edw. E. McMorran & Co., 15 N. Clinton St., Chicago.

MILL MACHINERY FOR SALE.

5 Odell double roller mills smooth and corrugated; 4 Smith purifiers; 3 Centrifugal reels; 1 Centrifugal flour dressing machine; 15 cotton elevators heads, boots and legs, cups 3x3 1/2 & 4"; 100 H. P. B. & W. Water tube boiler; large lot iron pulleys and gears; shafting, bearings, couplings, etc. All in good condition. And will be sold cheap. Address Josiah Speer, 424 4th Av., Pittsburg, Pa.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

Grain Dealers Company

255 La Salle Street Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

ONE BOWSHER No. 8 feed grinder for sale. Write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—One second-hand Bowsheer feed mill in good condition. Address Lock Box 312, Bardolph, Ill.

FOR SALE—Victor corn sheller, hominy mill, burr mill, porcelain rolls and drier. At a bargain. Address M. J. Sullivan, 77 Taylor, Springfield, Ohio.

FOR SALE—One Bowsheer mill with bagging elevator, first class condition; one 20" Sprout & Waldron Vertical Buhr Mill, nearly new. Munson Bros. Co., Utica, N. Y.

FOR SALE—No. 2 Barnard's improved double screen corn cleaner, 500 to 700 bushels capacity. Thoroughly refitted, practically as good as new. Low price. Address, W. H. Caldwell, 303 and 304 Western Union Bldg., Chicago, Ill.

ONE MONARCH ATTRITION MILL at a bargain. Attrition size 12 inches. Machine is perfect; has only been used one day. Is too small for us. Will take \$125.00 f. o. b. Little Rock. Address—Brook-Rauch Mill & Elevator Co., Little Rock, Ark.

SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—Set of 6-ton Buffalo scales, new last year, complete with timbers, attractive price. Address John B. Hull, Jr., Great Barrington, Mass.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

GRAIN DEALERS COMPANY

255 LaSalle St., CHICAGO, ILL.

BRAN WANTED.

BRAN WANTED; shorts, flour midlings; also hay and potatoes. Address Union Mill Co., Springfield, Ill.

SEEDS FOR SALE.

HUNGARIAN SEED. Send for samples and prices to C. E. Nichols & Co., Lowell, Indiana.

CHOICE CLOVER seed for sale, all home grown and thoroughly cleaned. Address A. W. Augspurger, New Sharon, Iowa.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,
Seed Merchant, Peoria, Ill.

SEEDS—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLET'S, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. The ILLINOIS SEED CO., CHICAGO.

ALFALFA—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

SEEDS

Grain, Clover & Grass Seeds,
CHAS. E. PRUNTY,
MAIN & MARKET, SAINT LOUIS.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

CLOVER SEED FOR SALE

We are the largest dealers in the heart of the clover producing section and buy only home grown seed. No foreign seed handled. Can furnish Mammoth, Medium and Alyske at all times.

WRITE FOR SAMPLES.

Straus, Ackerman & Co.
ALBION, INDIANA.

Grain dealers and elevators at Avilla, Albion, Cromwell and Syracuse, Indiana.

HAY WANTED.

NO. 1 TIMOTHY and No. 1 Clover mixed hay wanted. Blake & Farrar, Baltimore, Md.

50 CARS Timothy wanted. Need only a good feeding hay. Not subject to Pittsburgh inspection. For particulars write to Sam'l Walton, Pittsburg, Pa.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CLOVERS AND TIMOTHY seed wanted. Mail samples and quote C. L. & L. C. L. f. o. b. here. H. W. Buckbee, Rockford, Ill.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

KAFFIR, MILO MAIZE, Millet, Sorghum wanted. Write nearest office. E. R. & D. C. Kolp, Ft. Worth, Tex., Oklahoma City, Okla. Memphis, Tenn., Wichita, Kans.

CLOVER We want your Medium, Mammoth and Alyske Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.
THE ADAMS SEED CO.,
Successors to N. H. ADAMS & SON, DECORAH, IOWA

CLOVER SEED

We can sell you either Medium, Mammoth or Alyske—only Home Grown Seeds.

Our Prices are Right, so is the Quality. Ask for SAMPLES—Don't Forget It.

O. GANDY & CO.
SOUTH WHITLEY, IND.



CHECK OVER YOUR STOCK OF BAGS

Don't you need a new supply? Our prices will surely interest you and our bags will please your customers. We make bags for all purposes—and strong goods. Careful workmanship and good printing, put Milwaukee Bags in a class by themselves.

MILWAUKEE BAG CO., :: Milwaukee, Wis.

POPCORN WANTED.

POP CORN WANTED—Correspond with us. Bradshaw Co., 72 Park Place, New York, N. Y.

GRAIN FOR SALE.

KAFFIR CORN and chicken wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

WANTED—Everybody that wants white kaffir corn to know that J. C. Haines & Co., of Augusta, Kans., are located in the principal kaffir corn belt and invite correspondence. Address J. C. Haines & Co., Augusta, Kansas.

GRAIN WANTED.

KAFFIR CORN and Milo Maize for sale. Write us. Lorenz & Geis, Cordell, Okla.

BUCKWHEAT grain in local or car lot shipments wanted. McKenzie Cereal Food & Milling Co., Quincy, Mich.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C. M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

BUCKWHEAT GRAIN wanted. We want to buy 20,000 bushels of buckwheat grain, in car lots or less, and we also pay the highest cash price. Address Yoskin Bros., 315 South Phillip St., Philadelphia, Pa.

WE WANT CARS or mixed cars No. 2 grades Kaffir corn, Milo maize, Jerusalem corn, Hungarian, Millets, Wheat, Screenings, Canes, Buckwheat, Oats, etc. Mail samples, quote f. o. b. here. H. W. Buckbee, Rockford, Ill.

FLOUR FOR SALE.

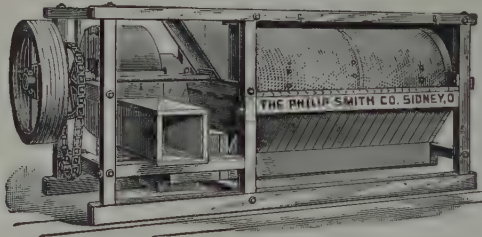
OUR BLENDED flour Gerbelle makes baking day a delight. Try it. If you can't use a full car, we can fill it out with feed or grain. The Goshen Milling Co., Goshen, Ind., U. S. A.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

FERRETS FOR SALE. Perfect workers. 48-page book that tells about these animals that exterminate rats sent for 6 cents. Circular price list free. Samuel Farnsworth, Middletown, Ohio.

We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.

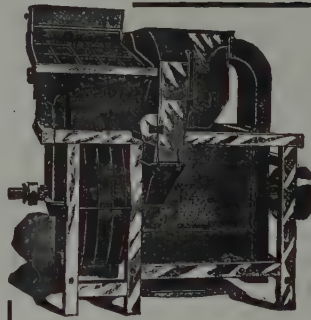


FOR PRICE ON WAREHOUSE
AND ELEVATOR MACHINERY

WRITE

The Philip Smith
Company,

SIDNEY :: :: OHIO



INVINCIBLE OAT CLIPPER

This is the way it earns money for you.

1. Less power used. 2. Capacity greatest for power and space used. 3. Life of machine longer. 4. Less attention needed. 5. Better quality of work done.

It Excels all on these points

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping service. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.

SILVER CREEK, N. Y.

Represented by

W. J. Scott, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.

Edw. A. Ordway, 225 Exchange Bldg., Kansas City, Mo.

C. L. Hogle, 5239 East Washington St., Indianapolis, Ind.

N. W. Representatives: — Strong-Scott Mfg. Co., Minneapolis, Minn.

1907 ANNOUNCEMENT

HUNTLEY MFG. CO.

SILVER CREEK, N. Y.

In making our annual announcement for the year to come, it is very fitting and proper to make some mention of the business done during the past year.

Never in the history of our business have we been so busy, nor has ever the aggregate total of business done, reached the figures of the year just closed, which speaks eloquent testimonials for the merit and superiority of Monitor Machinery.

Our capacity has been taxed to its utmost, and large additions to our manufacturing plant are already in progress, and we know that from initial orders received for delivery during 1907, the coming year will be even larger than the year just closed.

In addition to the increase in our manufacturing plant during the coming year, we contemplate the introduction of several new machines, at an early date.

We thank our customers for their patronage during the past year, and we shall be glad to look after their machinery needs during the coming year.

No order is too large for us to handle, and none is too small for us to give careful attention. We refer prospective buyers to any user of Monitor Machinery, as to the satisfaction with which it operates, and ask consideration of our claims, as to Monitor superiority, in booking your orders for 1907.

We ask your consideration of, and inspection of, the merits of the following machines for the coming year.

Monitor Warehouse Separators, Monitor Receiving Separators, Monitor Milling Separators, Monitor Scourers, single and two high; Monitor Oat Clippers, Monitor Barley Scourers, Monitor Corn Scourers, Monitor Flour Packers, Monitor Sack Packers, Monitor Iron Front Friction Clutch Bran Packers, Monitor Drop Gear Bran Packers, Monitor-Draver Dust Collectors, Monitor Magnetic Separators, Monitor Cockle Cylinders, Monitor Roller Buckwheat Shuckers, Monitor Buckwheat Scourers and Special Cleaning Machines for all classes of work, Seeds, Flax, Barley, Malt, Rice, Etc., Scourers, Separators and Packers, built all steel construction.

**HUNTLEY MFG. CO., SILVER CREEK,
NEW YORK**

BRANCH OFFICES 302 Traders Building, Chicago, Ill., F. M. Smith, Agent. 121 Front St., New York, N. Y., J. W. Perrine, Agent. 316-318 4th Avenue, So. Minneapolis, Minn., A. F. Shuler, Agent. Akron, Ohio, A. S. Garman, General Agent. Mississippi and 17th Streets, San Francisco, Cal., Berger-Carter Co., Pacific Coast Agents. 10 Board of Trade, Kansas City, Missouri, H. C. Draver, Southwestern Agent.

GRAIN DEALERS JOURNAL

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By the

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255 La Salle St., Chicago, Ill.

Charles S. Clark, Manager

SUBSCRIPTION RATES

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A Red Wrapper on your Journal means your subscription has expired.

ADVERTISING RATES

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Gold marks signifying quality of circulation have been awarded the Grain Dealers Journal by the American Newspaper Directory.



LETTERS

on subjects of interest to those engaged in the grain trade, and trade news items, are always welcome.

Entered at Chicago, Ill., Post Office as Second Class Matter.

CHICAGO, ILL., DECEMBER 25, 1906.

THE legislation floodgates will soon be opened. Look out for your interests.

SHIPPERS place their own interests in jeopardy by signing a B/L. Do not do it under any circumstances.

WHEN weevil takes possession of your grain blow them out. When the temperature is below freezing they are numb and can be easily removed.

BE SURE to read John D. Shanahan's article on "Grain Standardization," page 704, and the illustrated description of his moisture testing apparatus on page 712.

START the new year right. Get the experiences and opinions of your brother grain dealers as reflected in the Grain Dealers Journal to help you in your business.

SHIPERS who pay extra charges in connection with their grain shipments without insisting upon having the original expense bills encourage receivers to dock for charges they shud pay.

GRAIN DEALERS have the earnest wishes of the Grain Dealers Journal staff for a Merry Christmas and a Happy New Year. May 1907 bring you health, happiness and prosperity.

CLIPPING machine operators may send all light oats, hulls and screenings to the dust room or furnace, but they will also be likely at the same time to send their employer to the poor house.

THE corn special idea is gaining champions elsewhere than in Iowa, so selected seed and improved grain will be common everywhere. Evidently the grain dealers are helping to spread the gospel of intelligent farming.

CLASSIFYING qualities of grain with double expansion terms of never ending indefiniteness has been condemned by the Uniform Grade Congress. May the entire trade soon discard all rubber terms in measuring value.

A PILE of rotten ears of corn just outside your office door will make it much easier for farmers to haul the spoiled grain back home. A number of Illinois dealers are refusing absolutely to buy it at any price, and some pick out and throw it back into wagon before the second weighing. If rotten corn is left with the good, it will spoil other ears and if left in for shelling all the corn will be inspected No Grade. Take it out.

CHANGING the grade specified in a certificate of inspection without the consent of the Chief Inspector who signed it, is pretty close to forgery. However, the Buffalo firm charged with so stealing a grade on an Illinois shipper is no longer in the grain business.

MEN entrusted with the cooping of cars shud be told of the find of a South Chicago car cooper. When he entered a B. & O. car with boards, nails and hammer he found two blankets and a lady's purse containing 90 cents. Evidently madame had gone out to a five o'clock tea.

TOLEDO is the first grain market to endorse the uniform rules for grading grain adopted at the Uniform Grade Congress. In open session the members of the Produce Exchange have instructed the Board of Directors to adopt the new rules beginning with the new crop. May the progressive grain dealers of Toledo have many emulators.

THE INDEPENDENT elevator operator can hardly be expected to be satisfied with one-half the business at his station when he sticks to his elevator year in and year out and comes in personal contact with each grain grower, while the other elevator which is not one-third as large as his is in charge of a new \$30 per month agent each season.

"MIXED OATS shall be mixed oats." If it is intended that mixed oats shall be mixed as to quality or as to color the rule shud explicitly so provide. The rule makers of the Grade Congress are prompted by honest motives and did not intentionally adopt a rule which admits of any ambiguity but surely the mixed oats rules are not so clear as to preclude the possibility of their wrong interpretation.

STATE LEGISLATURES have enacted laws requiring all flour put up in packages to be clearly marked with the net weight on the outside. In some states there is a movement on foot to have this extended to all merchandise put up in packages. The more common the short-weighting of bagged grain becomes the sooner will this marking be required of grain shippers. Buyers and honest shippers both are in need of relief.

ROUTING GRAIN by favored lines seems to have proved very profitable to routing clerks in the Northwest, in fact, these clerks are said to have profited to the amount of \$3.00 to \$5.00 per car and received commissions aggregating over \$52,000 from one line. Is it any wonder that under such conditions country grain shippers experience difficulty in sending grain to the market desired. So long as such practices are to be tolerated some one must suffer and when the sufferers see fit to protest as vigorously as the case warrants, then relief will be quickly granted.

A COUNTRY ELEVATOR man who is so unfortunate as to be without shipping scales asks in this number for information as to how to proceed in order to collect damages for a shortage of 1,500 bushels of corn. Inasmuch as his records do not show, beyond doubt, the quantity of grain placed in each car, it would be next to impossible to prove a shortage in any car, hence he seems to be without recourse. If anyone can point out the way for him to collect the loss from carrier, we sincerely hope they will do so. His loss on these thirty cars would have paid several times over the cost of installing an up-to-date shipping scale.

EUROPEAN importers of American grain seem very slow to distinguish between firms and markets and blame one with the sins of another with no idea of the injustice done. They do not seem to know there is a difference. In some export markets the grain inspector must depend upon the inspection fees for compensation, hence he is very likely to give more consideration to the wishes of the exporter than to the reputation of his market or the interests of the foreign buyer whom he never expects to see. At the London gathering of European importers, an account of which was published in the Journal for Nov. 25, page 580, the cargoes Apolo and Westphalia were credited to New Orleans, while the monthly reports of the Galveston Cotton Exchange and Board of Trade show that the Westphalia sailed from that port in August with 64,000 bus. of wheat, and the Apolo in September with 176,000 bus. of wheat. Evidently an injustice was done New Orleans. If the European buyers are as careless in buying as in their charging of wrongdoing the wonder is they do not have many times as much grief as complained of at the London meeting.

TIME TO ERASE OLD SCORES.

Your enjoyment of the season's cheer depends largely upon your willingness to forget the old scores, call on your competitor and extend to him the Yuletide's greetings.

Nursing prejudice or bitter hatred never made any man happier or helped him in a business way. It is time for you to clean your office thoroly, get rid of your old time grudge. Displace jealousy with friendliness. Confidence, friendship and fair profits, hand in hand, go strolling down the grain man's way—a pleasure path. While suspicion, animosity and large losses go scrambling, racing, fighting down Malice Alley. It is your privilege to choose either way, but your plain duty to your family, yourself, your business and your competitors demands that you refuse to travel any but the first. Now is the easiest time of all the year to get started right. Let the Christmas spirit prevail in your heart, in your office and in your home.

THE UNIFORM GRADE CONGRESS.

As is fully recited elsewhere in this number, delegates from grain exchanges and grain shippers associations met in Chicago recently and drafted rules uniformly suited to the needs of different grain markets of this country. Nearly every one of the old rubber terms which have been incorporated in the rules governing the grading of grain during sixty years of attempting to grade grain by guess, have been eliminated.

The new rules, with one or two exceptions, are clothed in clear English which admit of but one meaning. "Reasonably clean," "reasonably sound," "reasonably dry," "reasonably free from other grain," and all other terms which convey one meaning to one inspector and a very different meaning to other inspectors or judges of grain, are no more. Indefiniteness has given way to specific language.

One most encouraging sign is the fact that the final action of the congress was unanimous. The trade is finally and fully convinced that there is a better way than the grading of grain by the old rule of thumb, and the majority seems anxious to give it a fair trial. The suggestions of Mr. Shanahan were well received and his moisture tests were watched with intense interest.

Uniform rules have received a good start and in behalf of the entire trade every one interested in the business should help to bring about the adoption of the new rules in every market. With the same rules in force everywhere there will be much less opportunity for misunderstanding. The grain inspection bodies should make haste to adopt the new rules that they may go into force in all markets on the first of July, 1907. Their early adoption will enable the trade and the inspectors to familiarize themselves with the new rules and with the apparatus needed to carry on the grading according to the rules.

It has taken fully ten years of continuous agitation by the associations and the trade journals to bring about the drafting of uniform rules suitable for all markets, but the trade now seems to be so ready for the change, that no doubt the uniform rules will be an established fact in the near future and the grain trade will be relieved of the old time slipshod methods of classifying values in grain.

THE LAST report of the Government on oats has greatly shaken the faith of many who had commenced to think the Government crop reports were rapidly attaining reliability.

DURUM wheat of the variety known as Kubanka 5639 has the lead over all others; in fact, all agricultural college professors and students of agriculture are recommending it to the exclusion of all other varieties of this hard wheat.

CUD any rule result in a more effective boycott of country grain buyers than one which assesses a cash penalty from farmers who do business with the proscribed dealers? Any business which depends for success upon boycotting methods cannot last long.

STORING corn on the ground, as farmers are doing in sections of the West, will not improve it or hasten its drying out. Country buyers who neglect to discount such corn as it fully deserves discourage the few farmers who are disposed to care for their grain.

THE FREIGHT CONGESTION.

The freight congestion continues much to the distress of thousands thruout the Northwest who are unable to obtain fuel, and to the great loss of grain shippers everywhere, who are not only compelled to stand for the decline in values, but to pay interest on money invested and insurance on grain which they cannot ship.

Different railroad men have different excuses for this unprecedented congestion but it seems certain that if carriers had done any one of a dozen things, all of which should have been done, the present distressing conditions would not exist. It is very clear to be seen that they need more cars and more motive power and that all lines need double tracking.

A number of railway officials who stand high among their fellow workers are favorable to the general pooling of freight cars by all carriers not only for the purpose of relieving the freight congestion, but for increasing the earning capacity of each car and reducing the dead tonnage of each freight train.

The Interstate Commerce Commission has been investigating conditions of the different sections and no doubt the entire country will profit from the suffering of those who can neither get coal or ship their grain to market.

It is encouraging to note that the Union Pacific, Baltimore & Ohio, Chicago, Milwaukee & St. Paul, Pennsylvania and other large systems have recently signed an agreement providing that foreign cars must be returned promptly to their owners as follows:

1. Loaded to or via the home road. If such road is not available, cars of immediate connections must be delivered to the home road; cars of other roads must either be loaded to an immediate connection of the car owner or be delivered to the home route.
 2. Delivered empty to a connection for loading to the home road or home route, to be returned within four days. Such deliveries shall be indicated on the junction report by the words "For home loading."
 3. Forwarded to a foreign road when received consigned to that road.
- Any other delivery to a foreign road will be a diversion for which a diversion penalty of \$5 must be paid to the owner of the car.

A federal reciprocal demurrage bill wud no doubt bring early and complete relief if rigidly enforced.

THE TREASON OF THE FARMER AGITATORS.

Judging from the last issue of the monthly organ of the coterie of self-constituted farmer's friends, the commission men who have profited largely by misrepresenting elevator operators and misleading grain growers are sorely disappointed because this journal did not see fit to echo the sensational and false reports of Interstate Commerce Commission hearings published in the Red-Ink Dailies and the Co-Operative Journal. When this journal stoops to help promote the selfish schemes of a Stickney or a Dalton it will surely be time "to condemn the sordid spirit of commercialism" in the editorial department.

Few, if any, grain commission merchants refuse to handle shipments from elevator companies on account of the calling of their stockholders. Notwithstanding the contrary and oft repeated statements of the selfish agitators, most receivers are handling consignments from farmer elevator companies and the grain growers are slowly learning the truth—there is no organized opposition to their engaging in the grain elevator business.

It is but natural that receivers shud prefer to handle shipments from elevator operators, who are at peace with their competitors, because they are safer firms to do business with, and very few commission firms will ever take kindly to handling shipments from elevator companies who seek to stifle competition at their stations thru the means of boycott by stockholders. In the interests of the grain growers who are not stockholders as well as those who are, the local markets shud be left untrammelled save by a railroad rule denying cars to scoopers until the needs of elevator operators are fully supplied and scooper has grain in carload lots in sight ready for loading.

The agitators know the average receiver's aversion for taking sides in a fight among country elevator operators, hence never hesitate to use fair or foul means to secure the adoption of the penalty clause, which has become almost as odious to members of many farmer elevator companies as to other grain growers and competing elevator operators.

Overbidding for grain is no more common at stations where

farmers elevator companies, having no penalty clause, compete with independent dealers or line companies than at stations where there is no co-operative company. None of the companies find chronic overbidding or fighting for grain, which always follows the adoption of the penalty clause conducive to living profits, but this does not deter the self-styled "Altruistic uplifters" from recommending its adoption. Having promoted the companies the agitators insist upon having all the resulting profits. Are these self-inflicted guardians of the business interests faithful to their much boasted trust?

GRADING OF NEW CORN.

Judging from reports received from four different markets, the grading of new corn is rapidly improving, but its condition is far from perfect, and shippers who sell for delivery in distant markets take long chances. The Milwaukee Rld is said to have all its switches between Marion, Iowa, and Chicago filled with grain laden cars, some of which will surely spoil before reaching destination.

In some sections the freight congestion has been considerably relieved during the past two weeks, while in others it is worse than before. Shippers who have sold for early delivery may be justified in shipping, but others should be constrained to hold back all the corn they can until a lower temperature prevails.

Chief Inspector Cowen of Chicago reports that 63% of corn received in Chicago from Dec. 10th to 20th inclusive graded No. 3 or better. The yellow corn receipts graded 27 cars No. 2; 819 cars No. 3; 481 cars No. 4. White corn receipts graded 8 cars No. 2; 221 cars No. 3; 71 cars No. 4. Mixed corn receipts graded 10 cars No. 2; 629 cars No. 3; 356 cars No. 4; 99 cars N. G.

The receipts at Toledo from Dec. 1st to 18th inclusive were graded 88 cars No. 3 yellow; 58 No. 3 white; 49 No. 3 mixed; 165 cars No. 4 yellow; 17 No. 4; 10 No. 4 white mixed; 63 No. 4 Grade.

Of the corn received at Omaha from Dec. 10th to 20th inclusive, 58 cars graded No. 3 yellow; 25 cars No. 3 white; 6 No. 4 white; 104 No. 3 mixed; 169 No. 4 mixed; 24 cars No. 4 Grade. About 95 per cent of Omaha's inspected receipts were new corn, but this does not include all of the corn received in the market as much is received by different companies owning lines of country elevators which is not inspected.

The receipts at Kansas City, inspected by the Missouri Inspection Department, were graded as follows: 1 car No. 2 white; 65 cars No. 3 white; 24 No. 4 white; 1 No. 2 yellow; 35 No. 3 yellow; 24 cars No. 4 yellow; 142 No. 3 mixed; 57 No. 4 mixed, 1 car No. 4 Grade.

No doubt the percentage of No. 2 and No. 3 corn would be much higher if shippers would devote more time to sorting and classifying and removing rotten ears from their corn as received from farmers' wagons and as it goes to the sheller.

THE PRESIDENT FAVORS POOLS.

President Roosevelt has sent a notable message to Congress in which he favors without reserve the making of pools by railroads in hope of relieving them from pressure by shrewd shippers who have large quantities of freight to offer. The President says:

It is unfortunate that our present laws should forbid all combinations, instead of sharply discriminating between those combinations which do good and those combinations which do evil. Rebates, for instance, are as often due to the pressure of big shippers (as was shown in the investigation of the Standard Oil Company and as has been shown since by the investigation of the tobacco and sugar trusts) as to the initiative of big railroads. Often railroads would like to combine for the purpose of preventing a big shipper from maintaining improper advantages at the expense of small shippers and of the general public. Such a combination, instead of being forbidden by law, should be favored. In other words, it should be permitted to railroads to make agreements provided these agreements were sanctioned by the Interstate Commerce Commission and were published. With these two conditions complied with it is impossible to see what harm such a combination could do to the public at large.

If regulated pooling by the railroads is to be tolerated where can the line be drawn? Why should the legal conditions affecting other lines of business be such as to encourage competitors to exterminate one another and at the same time help the railroads to avoid doing the very same thing. All merchants engaged in interstate business are entitled to as much consideration as the railroads.



Greetings.

Greetings of the Christmas tide
Ringing merrily and true,
And wishes which our hearts will guide
In friendship's kindly thot to you
Now we will bring to your hearth's side.

Delight of friends and joy and health,
Each come to you in bounteous share;
And nature give to you her wealth.
Love prove to be both sweet and fair,
Each goodly gift that's full of cheer
Redundant with God's loving care,
Such is our wish for the New Year.

M. D. C.

Wants Federal Law Penalizing Carriers For Delays.

Grain Dealers Journal: I see that Judge Cowen, Gen. Atty. for the Cattle Raisers Ass'n, is in Washington, working with Congress to pass act giving Interstate Commerce Commission power to assess heavy penalties on railroads for the failure to furnish empty cars to shippers.

Every shipper in the U. S. should write their Congressman, asking him to vote for this Article. Also adding to same a penalty if they do not move loaded cars on an average of 25 miles per day (say the car's destination is 300 miles, that gives them 12 days). And impose a penalty of \$1.00 per day for every day the car is delayed in transit being placed for unloading.—Grain Shipper, Ind. Ty.

No Grain Moved For Two Months.

Grain Dealers Journal: Our town has three elevators with storage capacity of 160,000 bus., yet there has been no grain marketed here for the last two months. This brings about a perfect stagnation in all branches of business. Our station has a large quantity of grain that is now being hauled to other towns where there are competing roads and cars are supplied.

We have appealed to the officials of the Great Northern Ry. Co., but have had no relief. The answer has been that they are doing the best they can, but we do not believe it. We think that when the Great Northern has cars and motive power to spare to go north of the line to compete with Canadian railroads for the grain grown over there, it should have cars and engines to spare to haul the grain grown in our own country. We see strings of empties going north every day and coming back loaded with bonded grain.

The railroads tell us that they cannot move grain any faster because the terminals are full, but we note that the terminals always have room to receive grain from Canada or from any other point having a competing railroad.

The situation was bad last year, but we had some cars. This year our elevator has had 16 cars since Sept. 1 and not any since Nov. 7.—Farmers Elevator Co., Maza, N. D.

SWITCHING charges have been abolished at Kansas City so that car is now set for unloading anywhere in the city regardless of what line brot it to city. Evidently it behooves receivers of other markets to get very busy.

THE CLOSE of Volume XVII of the Grain Dealers Journal finds it with more paid subscriptions than ever before, which is convincing evidence of its greater value to grain dealers. We hope during the coming year to make it even more helpful to readers and to extend its influence to even a wider field.

1906 has witnessed some very heavy body blows dealt to midnight tariffs, rebates and other forms of discrimination and we sincerely hope the good work will continue. Those having positive knowledge of any unfairness should enter specific complaints and help to relieve the grain trade of this burden.

CAR-BORERS are again plying their nefarious trade. A Bushton, Kan., correspondent informs us that "after a car was loaded on its track a hole was bored in its floor with a 3/4 bore and sixty bushels of wheat extracted during the night. Had we not examined the car next morning we wud still be wondering how our shortage occurred." Evidently railroads need to employ more watchmen in the country.



BY H. J. BARBER.

In 1880 Sanders had taken his young wife in the familiar prairie schooner and after many weeks of wandering westward had located in a narrow valley between low ranges of hills. He had built the usual "dug-out" in the south side of a hill and purchased a small bunch of half wild cattle. One came unexpectedly upon signs of life in that lonely place where only the hunter, or the cow boy ever penetrated to disturb the slinking coyote or timid antelope.

I had ridden all day in search of a bunch of stray cattle and my jaded pony quickened his gait as we neared the valley. I knew that a shallow stream flowed over dangerous beds of quicksand and that a number of cottonwood trees were scattered along its banks, for I had camped there the year before when on a former round-up of the herd. But I also knew it was thirty miles to the nearest ranch then and I had not heard of the new settler. I had planned to spend the night, rolled in my blanket, with saddle for pillow and soft buffalo grass for my bed.

To my surprise I discovered a home, with smoke rising from the sod covered roof and the cattle, cow pony, and other marks of a new camp near my proposed resting place. I found a man whom no trappings of a frontier rig could convert into a typical frontiersman. There was a cultured air about him and while he was evidently under restraint and looked upon me with some suspicion, his greeting was kindly and courteous.

His young wife was strikingly beautiful and as out of place in that dreary valley as a royal lily in a bed of thistles. In the haunted expression of her dark eyes I read a story of sadness and fear which suggested a hidden sorrow. The furniture was rude, yet the two tiny rooms of the dug-out had an indefinable charm that told of an artistic element in their decoration.

Long into the night we talked of the great outside world and the college life from which I had recently come. At first they seemed to regard me with mixed expression of doubt and fear. My years in an eastern college having changed somewhat my earlier cow boy style. I had come home a month before vacation owing to my father's illness, and was managing his ranch. That night I pondered long over the possible romance, if not the crime, that had placed them in this lonely hiding. Their reluctance to touch upon their past life showed that they, like many others in this new land, might live under an assumed name.

Towards morning a sudden storm broke high up in the valley and the rushing waters, caused by a cloud-burst, came with the roar of an avalanche. This was one of the dreaded dangers which imperiled the dweller in the cave-like houses constructed by the early settler. The water rose with rapidity and it was difficult to get the frightened stock to the higher ground.

At its height the water filled the dwelling half way to the low sod roof, and we hastily gathered such things as it was possible to save.

It was but a few steps up the hill to safety and the young wife crouched there under the shelter of a great wall of projecting rock, while we toiled in the turbid waters. The soil, trampled for ages by herds of buffalo, had become as hard as a traveled road, and the water poured over it as if it were the roof of a mighty building. The flood receded almost as fast as it rose and by daylight we saw a scarred and sand covered valley with the stream rapidly retreating to its narrow bed.

When we rushed out into the storm I had grabbed my coat but had dropped it as I stumbled through the rising water and the current had carried it away forever.

The next day I gratefully accepted an old coat from Sanders and after reaching home hung it in the garret.

Years passed and the old coat, with other worn out garments, was torn into strips preparatory to making a rag carpet. Inside the lining was found an invitation to a party given by a social club in a New England college town, dated five years before I met Sanders. It had slipped through a hole in the pocket and had been overlooked. The name was not Sanders, and here, I felt sure, was a key to the mystery of the two whom I had met in the lonely dugout.

Sanders had prospered as a rancher, but the rapid settlement of the country, and the success of the wheat raisers, had driven the cattle business westward.

Mrs. Sanders being anxious to secure better school advantages for the two children, a boy and a girl, her husband had bought the elevator at the station where I lived.

To do this he had mortgaged his farm, using the money to make the first payment and to give him working capital. Then, came a crop failure and the long lines of wheat laden wagons came no more. Only gloomy farmers met to discuss the hardships of winter.

Sanders had been given notice of foreclosure on both elevator and farm and was back in the little house which replaced the dugout, trying to realize enough from the sale of farm implements and stock to pay the interest and secure more time. From his neighbors I learned that he was discouraged, since no one had money to buy, and hundreds of others were trying to sell their belongings and leave the country.

I wrote to the president of the college mentioned in the invitation asking if Sanders, as I will still call him, had been known there, and gave a brief summary of my acquaintance with him, but did not give the name of Sanders, or his location. I was determined not to put any heavier burden on him if he had fled from early misfortune or crime.

Shortly before Christmas I received a telegram, asking if I would conduct friends of Sanders to his home.

I replied "Yes, if friends."

Two days before Christmas I met them at the station, a white-haired couple whom I instinctively knew to be Sanders' parents.

The story of their son's life was quickly told in the hearing of our family, and I foresaw in truth a Merry Christmas for the lonely and discouraged family on the farm.

Sanders had graduated from the college to which I wrote and had accepted a responsible position in the leading bank of his home town. He was about to marry a worthy girl who, being left an orphan at an early age, had made her home with Sanders' parents, the father being her guardian.

Just before the wedding, the bank was robbed of every dollar in the safe at a time when deposits were heavy.

Sanders had worked late in the office that night, and to make his guilt seem more certain a small knife, known to be his, was found in the vault where it must have been dropped when the money was taken. This knife he claimed to have loaned to the banker's son, but as the evidence against him seemed positive, he was given a penitentiary sentence.

After a few years of sorrow for the parents and the sad-eyed girl, who was to be the bride, she converted the property

left by her parents, into cash—between two and three thousand dollars. When Sanders was free, she met him and they were married. In a brief note, full of tenderness he wrote his mother, "We will go to a strange land and under an assumed name begin life anew."

The following year the banker's son received a mortal wound during a drunken brawl and just before his death confessed to the robbing of his father's bank and the arranging of evidence to fasten the guilt on Sanders. He had lost the money at the gambling table in a distant city.

After that the constant efforts of the parents to locate their son failed until my letter to the college reached them.

On the 24th both mortgages were lifted and the town ransacked for presents for the children. Early the next morning a merry Christmas party started on the thirty mile drive to the lonely home in the valley.

Sanders met us, but shrank back in alarm when I called him by his right name.

The mother's joy knew no bounds. Her cry of "My son," came from a full heart.

From the spring wagon came turkey, cranberries, and all the luxuries of a Christmas dinner which seemed like a touch of fairyland to the children, while the knowledge of his innocence having been established was supreme joy for Sanders and his wife.

One box was not to be opened until night, for grandpa said, "There must be a real Christmas with a real Santa Claus for the children."

We drove to a nearby canyon and secured the largest tree the house would admit and then the children were banished until the happy hour when Santa should arrive. The mysterious box had candles, tinsel, and a supply of presents, which seemed like a veritable Santa Claus realm to the little ones. A small package for each of the parents was securely tied to the branches.

The joyous grandpa donned a Santa Claus mask, a long scarlet robe and the fun began. As he gave out the present each enthusiastically inspected them and merrier laughter never echoed under that roof. All had been distributed, but the two mysterious packages for the parents and these were now taken off by a wildly excited Santa Claus in whose eyes tears of joy shone through the mask.

The wife opened hers and a great roll of bills was disclosed. On a card was written, "This is the amount you had when you gave up the world for love of a man in unmerited disgrace. Santa Claus returns it with his blessing."

From the husband's package came his notes and mortgages cancelled and a check from the eastern banker for a thousand dollars, as a Christmas gift. Accompanying it was this note, "A little gift from one who wronged you years ago. Old and childless I would be glad to know I have made a little lighter the burden of your life."

Many Christmas days have passed since then but none have brot me as much real happiness. I write this amid the commotion of busy preparations for another Christmas and before me lies a souvenir postal bearing a photograph of a modern Kansas grain elevator, and on it is written:

"God bless you and yours, and give you all a merry Christmas and a happy New Year, Sanders."

Durum Wheat in Colorado.

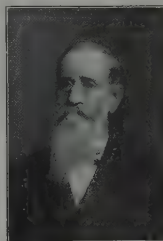
Grain Dealers Journal: We have in the neighborhood of 25,000 acres in durum wheat in Colorado this season. One locality in the vicinity of Calhan on the Rock Island R. R. has 10,000 acres.

I believe that this wheat is coming into its own but would certainly say that farmers must be more careful in the selection of their seed or it will become badly mixed and greatly depreciate its value on the market. We need to keep it separate and pure. I would like very much if you would emphasize this fact in your journal.

The selection of seed grain is something that must be taken up in the very near future, or our milling wheats will become seriously depreciated. I think that Kubanka 5639 is the best milling type and should be grown to the exclusion of all others. This will fix a definite type and will give millers an opportunity to work upon one strain as they have done upon Turkey Red. I may state that there is close to five million acres of this wheat seeded in the entire U. S. Yours truly,—W. H. Olin, Professor of Agronomy, Ft. Collins, Colo.

Thirty-Seven Years at One Station.

Seventy-five years ago on a farm in eastern Ohio was born a boy destined to spend much of his life in the grain business



West of the Mississippi. Raised on the farm where he was born, he continued to follow the vocation of his father until at thirty-three years of age he started West with a large drove of sheep. On and on the shepherd drove them until the choice grazing and clear water of Mahaska county, Ia., induced him to pitch his tent and tarry in the new country.

After herding his sheep for four years in Mahaska county, Mr. T. E. Haines disposed of his herd, and soon engaged in the grain business as buyer for W. N. Sturges, who then made his headquarters at Keokuk and bot grain at nearly every station between Keokuk and Des Moines.

At that time Altoona was little more than a townsite, eleven miles east of Des Moines on the junction of the C. R. I. & P. and K. D. railroads. For a time Mr. Haines found it necessary to walk far out into the country to secure sleeping accommodations and board, but he soon built an 8x12 office. He installed a bed in one corner and permitted the station agent of the K. D. R. to occupy office with him, using boxes for seats and the bed for a desk. Since then a great change has occurred in Altoona, which is now blessed with all the modern conveniences of city life.

When Mr. Haines started in the grain business, no one having been buying grain at Altoona, he found it necessary to ride all over the thinly settled prairies to notify the farmers that thereafter he would be at Altoona every day of the year to buy such grain as they had to sell, and would furnish sacks to all growers.

The farmers soon commenced to deliver grain at Altoona. At the beginning they would drive their wagons along side of cars, throw the sacks into door, and Mr. Haines would drag them back to end of the car and empty their contents on the floor. Whenever a farmer came in with a load of sacked wheat and no car was ready to be loaded, Mr. Haines was obliged to store it on top of a pile of lumber in order to prevent its being consumed by stray horses and cattle.

At first farmers brot only wheat, but by and by some corn was offered and Mr. Haines found it necessary to provide facilities for shelling. He erected a 12x12 platform beside the switch and installed a one-horse sheller so that by running steadily from dawn till dark, he could shell about 300 bus. Business increased so much that he found it necessary to install a two-horse sheller.

Mr. Haines started buying on a salary of \$50 per month, but later was placed on a commission basis. When Sturges failed, Altoona was without a buyer until Mr. Haines concluded that he could at least do as well as his former employer had done, so he continued to buy without the support of outside capital. He had a large investment in the confidence of the people. The surrounding prairies were being rapidly put under cultivation and his business increased so much that an elevator became indispensable, hence he erected a 10,000-bu. house with two dumps, with steam engine, sheller, cleaner for small grain, scales, etc. Later a Western sheller and larger engine were made necessary by a further increase of business.

During Mr. Haines thirty-seven years in the grain business at Altoona, every working day found him ready to buy the farmers' grain. His books show a remarkable range of prices during his years of business; in fact, wheat at his station ranged from 35c. to \$1.25; corn 11c. to 65c.; oats 10c. to 40c. At the beginning 20,000 to 30,000 lbs. constituted a carload of grain and 14 to 16 cars made a heavy train, but to-day it is 40,000 to 100,000 lbs. in every car.

In retiring from business Mr. Haines says that he finds great satisfaction in knowing that his business relations at both ends of the line have always been pleasant, and surely his host of friends in the trade will be glad to know that his long labor has been rewarded with a competence, so that in retiring from the business he takes with him the best wishes of those with whom he has done business and leaves all worry behind.



The Grain Dealer's Dream.

By M. E. Marcy.

At eleven o'clock,
Christmas Eve, Mrs. Lee
Put the finishing touch
To a tall, brilliant tree.

There were presents galore;
A large doll-house for Sue,
A toy-circus for Ralph,
And a fire engine too.

There were jumping-jacks, games,
And a pistol for Ned,
There were skates, there were books
And a red coaster sled.

"We'll have fun in the morn."
Said her husband in glee,
"Why the laughs and the shouts,
Will thrill that old tree.

"But you're weary, my love,
And you know that 'tis said;
Old St. Nick likes to find
Every one tucked in bed.

So he kissed her goodnight,
And remarked with a smile:
"I may sit by the fire,
And smoke for awhile."

Mrs. Lee gave consent;
She was quick to surmise
He had planned to give her
A little surprise.

"If you fall asleep, Dear,
There'll be trouble abrew,"
And a kiss from her fingers
She merrily blew.

Mr. Lee then sank down
In his low leather chair,
And fell musing on days,
Before he knew a care.

And the jingling of bells,
And the crunching of snow
Seemed the echoes of sounds,
Christmas eve years ago.

When he'd sat by the grate
And had watched half the night,
For the reindeer to dash
O'er the landscape so white.

And he smiled as he sat,
And toasted his toes,
When he heard a loud bump,
And he suddenly "rose,

To behold Old St. Nick,
With a mountain-like pack,
And so doubled with laughter
He had fears for his back.

"Now confess," said St. Nick
And he laughed in great glee,
"That you never expected
Such a visit from me.

"But I dropped in to say,
If you care for a gift,
I'm the same jolly chap,
And can give you a lift."

"Well, to say I'm astonished
Is putting it mild,"
Said Lee, as he gazed
With the faith of a child.

"If you're handing out gifts
And my choice you'll give me
I'd like coal and some cars,
For the grain firm, Dean Lee,

And conditions improved—"
But he stopped with a smile,
"I suppose you don't carry
Gifts quite of that style."

But old Santa Claus said,
As he laughed in his sleeve,
"Just go down to your office,
And perhaps you'll believe."

With a laugh and a wink,
He had vanished from view,
Through the chimney or door,
Mr. Lee never knew.

But he snatched up his hat,
In the light of broad day,
And in doubt, toward the office,
He hurried away.

It was seven A. M.,
He was pleased, he confessed,
When he found that each man
Was employed at his desk.

His own desk was buried
Beneath letters piled high,
And postals and wires,
From those who would buy.

And the farmers were coming
Afar down the lane,
And each anxious to sell
To him all of his grain.

And most strange to relate,
While he bought very well,
At the top of the market,
He'd invariably sell.

And his grain always graded,
He was given full weight,
And his drafts were all honored,
And accounts up-to-date.

The solicitors of freight,
And officials afar,
All wrote him to say, He
Need ne'er want for a car.

Meek and humble they came,
But he had to refuse,
He'd a-plenty of EMPTIES
All ready for use.

He's looked thru his mail
And was startled to hear
A sweet voice which exclaimed,
"Merry Christmas! my dear."

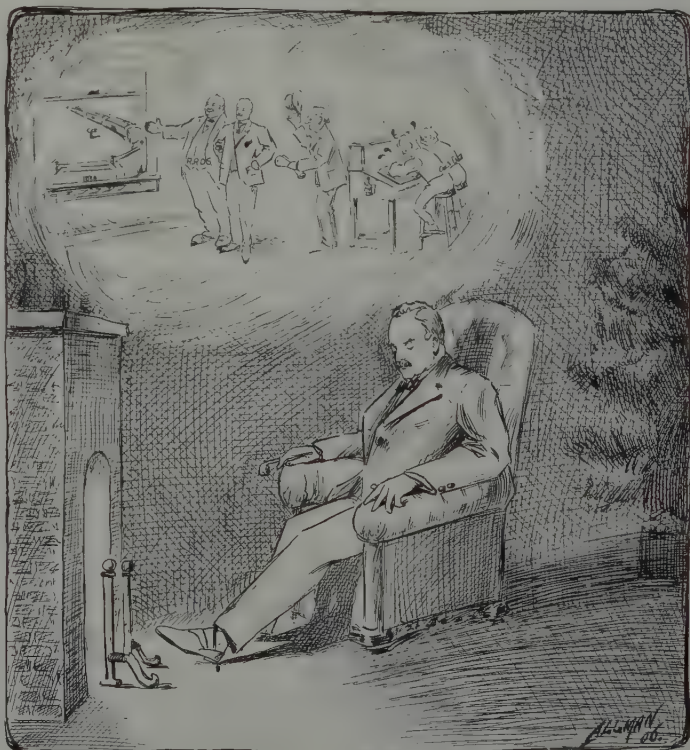
And 'twas thus he awoke,
From his beautiful dream,
In his low leather chair,
By the Christmas tree green,

But he laughed when relating
His dreamings, "Because
It will take something more
Than an old Santa Claus

"To afford us relief,
And to answer the question,
Of what to prescribe
For the Railway congestion

"And as none of us wants
To be laid on the shelf,
Each must work hard to bring
Better conditions himself.

"Then all can compete
On a field that is fair,
And the Grain Dealer thrive
Through a Deal that is Square."



The Christmas Eve of Adam.

BY KATHERINE KERFOOT.

Adam was ugly, and crooked. One side sagged listlessly as if it had become tired in the owner's youth while the other had kept on growing. Even his hair on the drooping side (perhaps it was fancy) was disheveled, dull and dry. He had an aggravating way of blowing at one side of his mouth making a whistling sound. Some people said it was his way of expressing satisfaction, since he indulged in it when he got the best of a deal. Yet his prompt payments and careful weights made him sought as a purchaser and overshadowed his surly temper.

Then, too, his was the only elevator in Webster since the unfortunate burning of Joe Miller's 12,000-bushel house. The farmers preferred to dispose of their grain at Adam Martin's rather than drive fifteen miles to the next station.

So despite his close bargaining, his oddities and unpleasant personality, Adam had not been without friends. His hot little office, while not serving as a diminutive club room for a town smoking and debating society as had Joe Miller's in former days, had enough visitors to let cross old Adam know he was not forgotten.

Some one had always invited him for Thanksgiving and Christmas dinners; ever since he had arrived in the little Western town some six years before. He had been unknown except as the new proprietor of the Brown Elevator, which after a thoro overhauling he had equipped with a gasoline engine and the largest dump-scales in that section, to the manifest interest of the Webster folk.

The first Christmas brot him a dinner invitation from his competitor, jolly Joe Miller, which warmed old Adam's heart and left a fragrant memory of friendly hospitality and well cooked turkey. Five years later Miller's elevator burned to the ground. It was a total loss, as its owner had always found it hard to meet his assessments and with his characteristic ease had allowed his policies to lapse. Thus he found himself without a dollar's insurance.

No one knew how the fire started, but a rumor was whispered that Adam Martin not being satisfied with the money he was making, hoped to make more with his competitor out of the way. Adam's taciturn manners and ugly temper gave credence to the rumor and soon people began passing him without speaking. Some even crossed the street at his approach.

He had never made stalwart friends in fortunate days and with Dame Rumor working against him, all of his surface friends soon added their innuendoes. In fact, public opinion was against him. Tim, his thorbred fox terrier, was his one friend.

While the public shunned Martin, it shed smiles upon Joe Miller, who with his easy going good nature, lacked sufficient energy to organize a stock company or to borrow the money necessary to rebuild, but Joe succeeded quite well as a scooper until the car shortage came in the autumn. Grain dealers all over the country suffered. It was not only difficult to procure cars, but the few obtained were liable to be a long time on the way, bringing trouble and loss to shipper and buyer.

The congestion was tense. Miller was swamped. Martin managed to get a car once in a while, but by the first of December his elevator was full of wheat to the roof. A large pile of wheat lay shining under whatever canopy nature wished to place over it. Adam looked uglier and whistled harder than ever. Judging by the exterior, one could believe him capable of almost any demonic act.

As the weather grew colder sympathy waxed warmer for Miller, but while sympathy is very soothing it is not sustaining. None of the town people would have permitted Miller or his family to starve, but charity often has to deal with pride and despair and there was none thotful, searching or Christ-like enough to realize the condition of the grain man.

The day before Christmas Martin was shut in his snug, warm office watching a sparkling curtain of snow flakes falling, which shut out the view of the little station and slowly shrouded the pile of golden wheat. Martin was thinking of Christmases long ago made sweeter by lapse of time and comparison with the present. Even the jingle of sleigh bells seemed

merrier and the Christmas laughter of country boys and girls sweeter and heartier, in the olden times.

He remembered that even then his ugliness had interfered with his joy, in fact, he had never known the fullness of anything except bitterness and he began pitying himself in the way he used to do when after making faces at the girls to scare them, he would lie awake nights sobbing to himself, and let no one know because it was so disgraceful for a boy to cry!

He wondered how dining alone would seem the next day and various thots kept crowding in so rapidly that he scarcely realized the passage of time and was startled to find the half light of a winter night. He hurried on his shaggy cap and coat and thrusting his hands deep into his pockets, shuffled out attended by faithful Tim, who was trying his best to warm each little uplifted foot before it was made one of the constantly shivering three in the snow.

Martin's path lay by the ruins of the Miller elevator, whose charred and broken skeleton still shook a blackened bone or two in the wind. He was hardly opposite the wreck when he heard his name called in a man's voice, 'Martin, is that you Martin?'

"Yes," Adam grunted; "what do you want?" By this time he saw it was Miller who had been standing in the shadow of the half fallen walls and was making his way slowly thru the drifts of snow.

He stopped in front of Martin. "Say," he began abruptly. His broad face was close to Martin's and there were new lines in it, which were visible even in the gray light. "Tomorrow's Christmas and the kids, there ain't a thing. I can't stand it. I'm going to make an end of the whole thing. If the river can't do it, there's something that will. I—"

"You dern fool, you!" interrupted Martin. "Do you think their daddy's dead body'd be a nice Christmas present for the kids?" He blew off hard at the side of his mouth. "Do you, you lazy, lyin' critter?"

Miller looked up at Martin. "What makes you think I'm a liar?" he asked in the heavy expressionless voice of a man who feels himself beyond emotion. "Did you think I said you started this fire?" and he waved his hand toward the wreck of his hopes. Martin kept his hands tight in his pockets. He had need to, then.

"With God as my witness, I did think you fired my plant, Martin, but one day I remembered about a match I'd dropped the last night in a hurry. There were papers all over the office floor and I thot at the time I ought to go back and see if the thing was out, and then I forgot it entirely. The fire was that night, and it started in the office. And then," raising his voice above the wind that blew across the snow, lashed their faces and rattled the blackened sticks of the ruined elevator, "I thot you did it. People didn't care much for you, Martin, and I liked the way they thot about me, and when the truth occurred to me, I couldn't bear to tell it. I couldn't." Martin clutched the other man's arm.

"Will you go with me now to the Christmas tree and tell them? Tell the truth, will you?"

"No, I can't. It's too late. I've told you. I've had punishment enough. We're starving, Martin."

"Will you come?" said Martin coldly.

"You tell 'em. Tell 'em I said so. You can't ask more than that of a man."

"But what have you done to me, man? You're right I was not much thot of, but I had a friend or two, and if I were to tell as you suggest, who'd believe me now? There ain't a soul—none. You've made my name as hateful as my body. You won't go? I could make you." He towered over Miller shaking with passion.

"No," said Miller in a voice of pathetic entreaty; "it Christmas eve, and the kids."

Martin dropped Miller's arm. "Yes, it is Christmas eve, and the kids," he echoed dully, "the little fellows."

"Here, dern you, take this and get 'em something. You ain't fit to be their dad. And about the fire, I'll let you off for their sake. I'm only one," he mumbled. "But let me hear any more about this killing business and I'll tell it, believed or not, and I'll not spare you, so help me!"

Miller looked at the money in his hand and sobbed. Martin shambled away slowly in the snow with his hands deep in his pockets, and little Tim shivering behind him.

Grain Standardization.

[A paper by John D. Shanahan of the Bureau of Plant Industry, Dept. of Agri., read before the Uniform Grade Congress in Chicago.]



"When some great change in existing conditions is felt to be impending, and the minds of men are ill at ease, we do not look for exact discrimination in the public discussion of fundamental questions.

"The mood of apprehension is not favorable to precision. It contributes rather to the mixing up of things, which Carlyle says is the 'great bad,' and, where with apprehensions are commingled a deep indignation over wrongdoing in high places, a profound sense of injustice that ought not to be borne, and pity for those miserable ones upon whom the weight of injustice falls, it is peculiarly difficult to think otherwise than passionately, which means crudely and vaguely, about cause and remedy."

These are the opening words of Franklin J. Geddings, Professor of Sociology in Columbia University, in a magazine article published last month, and it seems to me to be an able summing up of conditions prevailing more or less throughout our country to-day, and can be applied in a certain degree to the grain trade in connection, particularly, with the thought of federal control of inspection or federal control of grain grades. The trade has had experience with all sorts of grain inspection, from that of private inspection to that controlled by States, and all has been found very unsatisfactory, and that is the reason you are met here to-day. I have given this question a great deal of study from a practical viewpoint and had come to the conclusion long ago that the cause of this unsatisfactory condition can be found in the fact that the grades of grain have no basis or foundation that can be definitely measured and there could be no satisfactory inspection and grading of grain until these defects in the system were corrected.

Conditions in the cloth trade would be similar if there was no standard yard-stick or measure, or there would be an added cause for dissatisfaction even in the grain trade if a pound was legally 16 ounces in Chicago, 14 ounces in New York, and every city or community was allowed to make its own standard of weights.

In the grades of grain as they now exist there are but two or three tangible factors stated which could or would be recognized by a court of law, namely, the test weight per bushel, the requirement of sound grain in some grades, and such cases where definite percentages are required. In the case of the test weight per bushel there is no standard operation required for making this test, and any grain man knows that a difference of from one to three pounds per bushel can be made with some grains by varying the mode or method of filling the test kettle.

It would seem that there should be no question as to what constitutes sound grain, but I have found that there is, especially in the out inspection of some markets.

As to percentage requirements, there is no stated rule as to how the determinations shall be made.

Outside of these very indefinite requirements, the rules for grading grain in the different parts of the country do not mean much of anything and because of this weakness are often manipulated for the benefit of those the least honest and straightforward in the trade.

From its experience with what is known as political inspection and mainly on account of causes I have just mentioned, the trade generally is in such a state of mind that it revolts at the mere mention of the Government in connection with inspection matters. But, for the purpose of speculation only, let us suppose that Congress passes a federal inspection law for interstate and foreign commerce. Such a law would undoubtedly be administered through the U. S. Department of Agriculture, where the grades would be put upon a definite and readable percentage basis. Inspectors appointed under such a law would be appointed only after passing a rigid Civil Service examination as to their fitness for such a position. I merely mention this in order to get at the thot—Would such a condition be better or worse than that now existing?

But I am not here to talk government inspection, but to explain as clearly as I can what the U. S. Department of Agriculture is trying to do under the existing law. In the appropriation bill for the Department of Agriculture for the year 1907 the following clause occurs in the appropriation for the Bureau of Plant Industry:

"To enable the Secretary of Agriculture to establish, at such points of export as he may deem expedient, laboratories for the purpose of examining and reporting upon the nature, quality, and condition of any sample, parcel, or consignment of seed or grain, fifteen thousand dollars, or so much thereof as may be necessary; and the Secretary of Agriculture is authorized to report upon such samples, parcels, or consignments from time to time, and the reports so made shall serve as a basis for the fixing of definite grades and for the issuing of certificates of inspection when requested by the consignor or consignee of any grain entering into interstate or foreign commerce."

In carrying out the provisions of this clause, two laboratories have been established, one at Baltimore, Md., and the other at New Orleans, La. These laboratories are equipped for determining the simpler factors of quality and condition in samples of grain, such as the percentage of foreign material, damaged grain, moisture, the weight per bushel, etc. The results of this examination are being stated on a percentage basis on printed blanks, which constitutes the certificate mentioned in the bill. It is not practicable at present to correlate the percentage factors above referred to with existing grades. For the present, therefore, no attempt will be made by the laboratories to define existing commercial grades any further than is indicated by the statement of the actual condition of the grain on a percentage basis.

For the purpose of perfecting the methods of grading, these laboratories will secure samples in every practicable way, submitting them to the various tests recommended. Whenever a report is required by the consignor or consignee of any sample, parcel or consignment of seed or grain, the sample is submitted to the laboratory by the person or his accredited agent, with a statement of the name of the person submitting it, the date of submission, the identification mark, the quantity of grain represented by the sample, and the location of the bulk, either in steamer, elevator or car. Upon receipt of such samples the laboratory makes the examination requested within the limits fixed, in accordance with the blanks referred to, or with such modifications as may hereafter be approved. The head of the laboratory furnishes the report at the earliest practicable moment to the person requesting the examination or to such other person as he may designate in writing on the application requesting the examination. A press or carbon copy of every report furnished is kept by the laboratory. The records referred to are not open to public inspection except by properly accredited Government officials or others authorized by the person submitting the sample.

In order to determine accurately the effect of the varying conditions of grain or its deterioration in transit, an agent has been placed in certain foreign ports for the purpose of securing definite information upon specified shipments which have been previously examined here. This work will be confined principally to corn. This phase of the work has already been in progress for more than a year and much valuable information has been obtained. It is believed that eventually data can be secured which will enable the shipper to handle corn with much less liability to loss and with greater satisfaction to the foreign buyer.

THE QUESTION OF GRAIN GRADES has been under investigation by the Bureau of Plant Industry for some years, and the Bureau consequently has a great deal of information, evidence and data on the subject. This would enable us in a way to formulate grades of grain on a percentage basis, but we feel, owing to the importance of the question, that we have not as yet sufficient knowledge for a basis that would be unassailable. The object of these laboratories is to study and investigate the questions in connection with the grading of grain that are as yet unanswered.

One of the results of the investigation up to the present time is the development of a moisture testing apparatus, with which the moisture content of a sample of corn can be determined in twenty minutes, where formerly seventy-two hours were required. Experts in the Department are now working on apparatus with which we expect to measure quickly the hardness and strength of wheat and other grains. There are other questions, such as local and climatic conditions, to be investigated before final conclusions are drawn.

The method of grain inspection and grading was first instituted and used in the United States and for many years was more or less satisfactory. But of late years it has fallen into disrepute and has been generally unsatisfactory. The reasons for this are many, but principally because the grades have no sound basis, and in this respect the methods of inspection and

grading have not kept pace with the growth of and improvements in the methods of handling the grain trade.

Answering the question, "What right has the Government to interfere in the matter?" I wish to say that the United States Government, through the U. S. Department of Agriculture, as well as the agricultural departments of many states, have spent vast sums of money in endeavors to improve the quality and, consequently, the value of the products of agriculture of the country. This money has been returned to the nation many fold through increased values of its products of agriculture by virtue of more intelligent selection of seeds and crops and the caring for, harvesting and marketing of the same. Consequently the Department has a right to be interested in the marketing of the results of these labors, of which grain inspection is a factor, and can work good or harm according to the manner in which it is administered.

Most markets have in their rules for grading corn specifications for No. 1 corn, mixed, yellow and white, but to my knowledge they are seldom used. This does not do justice to the producer of corn that is entitled to that grade and has a strong tendency to defeat the work of the Department in its endeavors to induce the farmer to use care and intelligence in his work.

Again it is important that a satisfactory export market be maintained for the benefit not only of the producer of grain, but for all who are interested in the trade. Export conditions at the present time do not seem to be entirely satisfactory, as is shown in the following extract from the opening address of Mr. R. A. Patterson, President of the London Corn Trade Association, to the assembled representatives of the various corn trade and millers' associations of Great Britain and Continental Europe. He says in part:

A COMPLAINT FROM EUROPE.

"Before reciting the grounds of complaint—and the serious complaints, too—of the present system, I wish to say very explicitly that I have no desire to make wide and sweeping charges against the American grain trade as a whole. I have for many years been engaged in the grain trade here and in America, and I believe that the great majority of the American trade are fair-minded and honorable. I will go further and say that, considering the absolute and one-sided power conferred on American shippers by these finality certificates, few countries would have done so large a business for so many years with such average fairness.

"But such power is apt to lead and has led to abuse. Of that there can be no doubt at all, and, whatever the merits of the system may have been at one time, we are now all agreed that, at least during recent years, we have had increasing cause for complaint of errors or worse in certifying.

"We no longer find any desire among the people on the other side of the Atlantic to inquire into mistakes, and there would seem to be a growing disposition, even amongst the best-known and respected grain boards, to stifle inquiry and disbelieve complaints, or to treat them with calm indifference.

"It is not my purpose to burden you with details, but two typical cases may fairly be cited. We had complaints, as to No. 2 Hard Winter Wheat, in which there was not only old wheat in new crop, but a large admixture of badly-damaged grain. We wrote to the Southern board who certified it, only to get the reply that "we conceive it to be our principal duty to move our crop." Can cynicism go farther?

"Then there were shipments of corn, certified No. 2 and sail grade, and therefore naturally guaranteed to stand a long voyage, but arriving thoroughly bad after a very short voyage by steamer. Our complaints to the association giving the certificate merely elicited the rejoinder that "It is the fault of the buyers for purchasing during the germinating season."

"It seems to me that the disposition now is that buyers know what to expect, and that therefore shippers and inspectors no longer have any responsibility. Well, we do know, and all are agreed to end or mend the present system."

The foregoing, taken in connection with what our agent learned while in Europe during last winter and spring, shows that our certificated grain is being discredited in European markets in a way that is anything but healthy to that trade. These conditions are due to some extent to the use of inspection itself as a factor of competition in the trade. This same competition is also noticeable in the inspection of the interior markets, and is used by the trade as a club with which to bring the inspector to their particular view of the matter, and any falling off in the receipts in a market that draws its supplies from competitive territory is laid at the door of the inspection department. As a matter of fact, the inspection question is in such a condition to-day that an inspector must take heed of such conditions, and you know the result.

It is claimed by some men in the trade that a uniform grading is not practicable, but I am and have been convinced, since the meeting of the Chief Grain Inspectors' National Association in Philadelphia in 1902, when samples of grades from a dozen different and widely-separated grain markets were assembled and inspectors' views on the subject of grading exchanged, that there was a well-defined line drawn by each inspector as

to what grain grades should be and that these lines could be expressed on a definite percentage basis without any doubt. This was especially true of corn. As it is now possible to have a positive check on the judgment as to the moisture contents, it should be an easy matter to draw up rules for grading corn on a definite percentage basis.

In order to give encouragement to the farmer, to produce good grain, to broaden our foreign markets and to preserve the integrity of our grain inspection system, it would seem necessary that the feature of using inspection departments as a factor of competition should be eliminated and that the grades should be put on a definite basis. It doing the latter it is not at all necessary, so far as I can see, to go so deep into the question that none but chemists or scientists could be inspectors, but a vast improvement could be made along that line by the average intelligent inspector who is doing the work to-day. If your yard-stick is of a legal or recognized standard length, it would seem not to matter much who used it or who did the measuring.

The Bureau of Plant Industry of the U. S. Department of Agriculture is to-day engaged, among other things, in attempting to improve agriculture and, consequently, the wealth of the nation—an investigation with a view toward pointing out to you the equitable length of your yard-stick, or, failing in that, to show you new ways of recognizing values in grain. We should like you to think upon this project without passion, not crudely or vaguely, but with wisdom and foresight.

There is a great possibility that the use of the Department's facilities may be of great use to you men who are too busy making money to think of other things, and your experience may be that of others who through familiarity with the Department have come to look upon it as a friend and a help rather than an enemy and antagonist, and in the spirit of a possible friend and help we invite your co-operation in this project of Grain Standardization.

Texas Dealers Losing Heavily Thru Inability to Get Cars.

Grain Dealers Journal: We have just received your journal which we enjoy reading very much. We thot Texas was having the hardest time in securing empty cars, but we find that the trouble is general.

At present it is almost impossible to secure them, and such a thing as getting a car for point off the line other than where it originates is out of the question.

The railroads will accept legal demands for points on their lines, but no other, altho the Commission says that they are liable for not furnishing cars for any Texas point.

We have lost heavily by existing conditions, having order after order canceled. We are now beginning to think that our oat billing will be killed on account of not being able to move them out. Yours truly,—McKinney Elevator Co., R. D. Kitching, secy. and mgr., McKinney, Tex.

Incompetent Workmen the Most Expensive.

Grain Dealers Journal: In your issue of November 25th, I read an article written by Mr. Frank Moore, an elevator superintendent, in regard to incompetency of so many elevator superintendents or foreman of clipping or mixing houses.

His statement is true to a certain extent but, at the same time there is no one to blame for this condition, but the elevator operators themselves. A great many elevator operators make a mistake by employing cheap men to run their plants, which seems to them to be an apparent saving, but instead they are throwing that much money away and a great deal more with it.

The trouble is and has always been that this position is held too cheaply, and the compensation for this particular part of the business is not sufficient inducement to attract capable men.

Some elevator operators seem to think that all that is necessary is to have a man that knows enough to unload and load cars, and the main object with all such elevator men is to get the stuff in the cars and get it off their hands, regardless of the result.

No doubt a heavy loss of grain is sustained from machines not properly regulated or adjusted when they are directly connected with a furnace. Cleaning machinery connected with a modern dust collecting system can blow out any amount of grain without loss, as the system is so constructed as to separate all grain from the dust, and the dust is then blown into the furnace. Yours truly,—C. D. Williams, Superintendent Kans.-Mo. Eltr., Kansas City, Mo.

Grain Cleaning.

BY S. M. F.

The most thoro cleaning of grain possible to perform occurred a few days after the great battle of Gettysburg, Va., July 1 to 4, 1863.

The second division cavalry corps Army of Potomac, after being engaged for two days upon the right flank of the army passed thru the town of Gettysburg, and, taking the Chambersburg pike out over Seminary Ridge thru the camps and hospitals of wounded left by Lee's army followed the retreating footsteps of this great army. After skirmishing around thru



Writer as a Lieutenant of Cavalry on the Left; Comrade on the Right Killed in Action 1864.

the mountains, with midnight mixup with the enemy's wagon trains, capturing thousands of stragglers and forage wagons, artillery caissons and mule teams, while there was constant downpour of rain and lighting flashes, this command of something like 6,000 men organized into three brigades, finally emerged from the mountains near Boonesboro, Md., and on the evening of July 12 near sunset filed into a beautiful wheatfield of about 30 acres, just ready to be harvested, and formed in columns of squadrons. We were then dismounted and ordered into camp for the night. On the following morning there was not a stem of this wheat to be found, it was *completely cleaned up*.

It was the custom among farmers 40 and 50 years ago in the wheat growing states to have a good fanning mill for the cleaning and blowing of their grain. The threshing machine of those days, being run by horse power (sweeps or treads) with threshing cylinders, were not provided with separators, and after threshing out all the grain that could be cared for with the straw removed, the fanning mill was put into operation, the chaff blown from the grain and the cleaning was complete. As farmers were careful in removing all the yellow mustard while in bloom from the oat fields and also to remove all the cockle on the stems from the wheat sheaves while binding, there was left but little or no foreign seeds in the grain. Hence a light blowing by a fanning mill, requiring but little power to drive it, was most satisfactory and all that could be desired in the cleaning process. We see, still at this day, manufacturers of mills claiming that blast fans to blow air thru the grain are the best and most satisfactory grain cleaners.

In the construction of an ordinary fan the rule is to make the opening to the eye of a fan three-fifths its diameter, and air may be forced into fan by rotation of the blades, as to the square of the diameter of opening in inches, therefore it will be readily observed that the blast of a single fan propels most of its air at the end of its blades and whatever action the blast has upon the center of stream of grain is a concurrent action and therefore not uniform in its work.

At about the time when rolls were commencing to supersede millstones in flour mills and many mills were being remodeled to the roll system, millers began to pay more marked attention to wheat cleaning and most mills then being remodeled were equipped with receiving and milling separators. These machines

at the time were little more than enlarged fanning mills, yet some progress was made by substituting the suction for the blast in their construction and quite satisfactory work was done. There were several manufacturers at this time building special grain cleaning machinery, such as scourers, smutters, brush polishers and separators in a small way, and a number of quite prominent makes having considerable standing among the trade, are to-day unknown.

The cleaning of grain to-day is a far different proposition from that of 25 years ago. While much of the grain is high grade, sound and free from foreign seeds, not requiring any additional cleaning after leaving the threshing machine, yet it is a well known fact that each year brings to market a large volume of mixtures that require the most expert handling, and to be operated upon by the most modern, up-to-date machinery that is being built for the purpose.

WHEAT grown in the Northwest coming into market, containing mustard seed, oats, buckwheat, some smut, etc., requires first to be well cleaned and separated from all foreign matter, then to be scoured, raised in weight and grade.

WINTER Wheat grown in some localities contains smut and grown wheat which require both the work of the separator and scourer, having screens with proper perforations. Garlic and wild onion, which are most difficult to remove, may be taken out of the wheat with machines built specially for this purpose only.

OATS grown in some localities contain much mustard and rag-weed seed, besides having quantities of broken weed stems about an inch to 1½ inches in length, and they require cleaning over a high class separator with screens having suitable perforations for making the proper separations without loss or waste.

BARLEY.—In handling barley we have to clean and make separations of seeds, such as rosebuds, Canada thistle, wild buckwheat, mustard and oats, all of which require special perforations of screens for making suitable separations, yet without automatic sieve cleaners attached to such screens little would be accomplished towards making a clean, marketable product. With a first-class machine having controlled air currents, all light barley may be taken out and deposited in the screenings bin.

CORN.—Often are received in central markets many carlots of corn grading No. 4 and No. 3 on account of inferior quality as it contains many unsound grains, partly decayed and blighted grains. These grades of corn may be readily raised in their grades by handling over a good separator, making an air separation, doing the required work of lifting and separating the unsound stock from the good corn. And a small country elevator may do this work equally as well as a terminal elevator.

Often in country elevators oats become mixed with corn and if a separator with the *proper perforated* screen for making this separation is at hand the grain owner will be saved the cost of the separator.

A customer recently called stating that in his elevator he had a large separator for which he wished to order screens for corn, oats and barley, three sets. He was asked to name the perforations wanted, and his attention was called to a sample sheet of perforations, showing some 25 different sizes of perforations for oats. "Well," he said, "I wish perforations of large capacity for just blowing the oats and also to take out mustard and ragweed seed, also to eliminate the short weed stems and to separate oats and corn." For his work he would require at least 8 screens. It is quite impossible to make these required separations without having the right screen for each class of work, and machines should also be provided with automatic brush attachments for keeping the screens clean.

For the country grain dealer operating a small elevator it is quite as important for him to install a good, reliable grain cleaner, which *requires power* to drive it, as it is for the operator of the terminal elevator to have such machines and it will pay larger dividends upon the investment. A small cleaner equal only to the driving power of a blast fan mill will prove a disappointment, a waste of energy and a poor investment to find in the end that the requirements demand better cleaning facilities.

Cheaper Gasoline Not Probable.

BY CHAS. H. MOORE.

The grade of gasoline best suited to use in engines is a question that should be answered by the makers of the engines themselves. The ordinary engine is supposed to work on ordinary stove gasoline. Originally this grade was made 74° gravity. As gasoline became scarcer the gravity has been reduced in order to secure more of it, so that at the present time a large part of stove gasoline is running 64-65° gravity. Some engines are made to run very well on 58° gravity benzine.

I have heard people talk who that they could make internal combustion engines work with coal oil instead of gasoline, but I do not believe they have succeeded; in fact the nearer you come to coal oil the more carbon or paraffine is present. This has the effect of producing excessive heat, forming soot and carbon in the cylinders, fouling the ignition plugs, etc.

It is fast becoming a question of not what kind of gasoline is best for engines; but whether an operator can get any kind at any price or not. Crude oil as it comes from the ground contains a certain fixed percentage of hydro-carbons of different gravities. The percentages vary in different grades of crude, but from a given crude it is impossible to vary the amount of gasoline obtained except by making the gasoline heavier or lighter.

In other words when they start to distill the crude the gasoline comes off first, and as the run proceeds gradually becomes heavier in gravity. Finally they reach a point where they stop running the distillate into the gasoline and turn it into coal oil. It is obvious that the farther down toward coal oil they run the more gasoline they get. It also follows that the more they get, the heavier and more oily the gasoline.

Owing to the vast number of gasoline engines, automobiles, power boats, etc., it is practically impossible to supply gasoline enough to meet the demands; the condition would be greatly relieved if there were a larger market for oil.

Cincinnati has been a remarkable low market on gasoline for years; a large part of the time it has been impossible to bring gasoline to this city and sell it at prevailing prices without making an actual loss. Of late, however, the Standard Oil Co. has advanced the price in Cincinnati somewhat, which would indicate, it feared an exposure of its methods, and therefore raised the price in this city so that there might not appear so great a discrepancy between strong competitive and noncompetitive markets.

The great strength of the Standard Oil Co. is its ability to depress prices in competitive localities, and make up the loss by advancing prices beyond a legitimate figure at noncompetitive points. Its tank wagon service is of great assistance in accomplishing this point, also the favorable freight rates which it generally enjoys.

Cheaper fuel for internal combustion engines is not likely to be obtained so long as users depend upon gasoline. The perfection of alcohol or coal oil engines would bring cheaper fuel to the users of such engines.

If producer gas could be made available for small plants and operated without the expense of a licensed engineer it would effect a great reduction in fuel bills of gas engine owners, especially in districts having a bountiful supply of coal.

Collapse of Elevators Due to Improper Construction.

Grain Dealers Journal: The collapse of elevators is due to the fact that they are improperly constructed. I think this covers the whole ground. It may be possible that they were put in under contract and the company did not pay any more for same than it costs to build a house. The money expended makes all the difference in the world in building a plant of this order.—A. E. Baxter, Buffalo, N. Y.

Elevators Full Since October.

Grain Dealers Journal: Kenmare has not fared so badly as other towns. All the six elevators here have been closed at different times, each house having been closed about one-third of the time, having to pay big insurance and interest and having to buy on a larger margin, which is a loss to the farmer.

Whenever a house received a car that space was soon filled again, causing houses to be filled at full capacity since October. The farmer could get unloaded at some house any day.—Kenmare Elevator Co., Kenmare, N. D.

A Convenient 20,000-Bushel Elevator.

Grain dealers are beginning to learn that the cost of constructing grain elevators is not the only cost nor the one needing the most careful consideration. The cost of maintenance and operation are both all-important, and the cost of insurance is also an important factor to be taken into consideration. The greater the fire hazard the greater will be the cost of insurance, if the insurance is worth having.

Illustrated herewith is a 20,000-bu. galvanized iron clad elevator which has been built in duplicate at Hordville and Polk, Nebr., for the Lexington Mill & El'tr Co., by G. H. Birchard. The railroad had not reached these stations when the work of construction was started, in fact, all material was hauled nine to thirteen miles in order that the elevators might be ready



New 20,000-bu. Elevator at Hordville, Nebr.

to load grain when the first train load of empties arrived. This elevator is 26x30 and 35 ft. to the plate. The house is reinforced with rods anchored in heavy wooden girths about outside of the building.

It contains 12 hopper bins, a hopper scale, cleaning sink and dump hoppers. The side bins hopper to the basement and fill to the top of the rafters. An 8-horse-power gasoline engine, a 500-bu. hopper scale and a 34 Barnard & Leas Separator complete the machinery equipment.

The foundation is made of concrete with heavy paving under the entire building, so as to make it absolutely rat proof. The office and the engine room are 20 ft. from elevator and made of reinforced concrete with concrete floor and iron ceiling.

Reciprocal Demurrage for Delayed Deliveries.

Grain Dealers Journal: We are situated at a local station on the Southern Pacific system, receive all the attention and get all the cars that we could reasonably expect, under the circumstances.

The demurrage rule was originated some years ago in Texas, and was an ingenious railroad device for collecting revenue through the car service ass'n from whose rule there was no appeal. We have to pay demurrage regularly on all cars held over the stipulated time, but the railroad can hold cars after they have been loaded indefinitely, it appears, without any damage to themselves but greatly to the detriment of the shipper. We feel sure that if demurrage was reciprocal it would be of great value to us in assuring more prompt delivery.—Markham Rice Milling Co., Markham, Tex.

Uniform Grade Congress at Chicago, December 11-13

With a view to establishing uniform grades of grain, a motion was passed at the last annual meeting of the Grain Dealers National Ass'n that the Ass'n recommend that each public market appoint a delegate and that these delegates meet at their convenience to endeavor to formulate uniform standards for the various grades of grain and uniform phraseology for such grades. The Sec'y. of the Ass'n acting under this authority took the matter up and as a result a Uniform Grade Congress was called to meet at Chicago.

The congress was called to order in the directors' room of the Board of Trade at 9:30 a. m. Dec. 11.

J. W. McCord, Sec'y of Ohio Grain Dealers Ass'n, was made permanent chairman, and S. W. Strong, Sec'y Ill. Grain Dealers Ass'n, was made permanent secretary.

J. F. Courcier, Sec'y of the National Ass'n, who had charge of the calling of the Congress, explained the reason for calling the meeting. He said in part: I had no idea as to what various differences there were in the rules for the grading of grain until I had worked out a list of rule comparisons. I took the rules of twenty-four exchanges and the rules of the Chief Inspectors and found there were over 300 different grades, over 100 for wheat and 50 for corn. I have prepared with much time and labor sheets which show in tabulated form the words used at different markets in describing the various grades of grain. The reason I did this was to eliminate a vast amount of detail work on the part of the comites who wud be appointed at this meeting.

I think it advisable to appoint wheat, oats, corn and rye comites, selecting men who could honestly represent the various interests, and to determine what phraseology will be best to adopt to express the grades described.

To those who do not feel friendly to uniform rules, will say it is a case of merely "naming the baby". No. 2 red winter wheat shud be No. 2 red winter wheat wherever found and when a market elects to use No. 3 white oats they shud be the same as No. 3 white oats in any other market. If local conditions arise, give it a different name.

Some say sound, dry, clean, and others say reasonably sound, dry, clean. Decide what No. 1 red winter wheat shall be and stick to it. Different markets have different phraseology. They shud adopt uniform rules so as to make it possible to recognize the grade wherever found.

The roll was called.

F. F. Collins moved that comites be appointed to formulate rules.

A. E. Reynolds: This is getting a little ahead of the program. Let us find out if all in attendance are in favor of uniform grades.

E. R. Gardner, Memphis: I am here as a looker on to report back home what is done.

J. F. Courcier: This call was issued so we could get together and make recommendations. You are not binding your exchange in anything you do.

H. H. Bingham: I am glad to know what we do is not binding. The delegates are here for instruction and conference on uniform grades and when we go home we can recommend.

Ely Bernays: I am thoroly in favor of this, and move that a vote be taken to learn how far it is the sense of this meeting to bring about the uniform grades.

F. F. Collins: I was sent here by the Cincinnati Chamber of Commerce, and take it that every organization that sent delegates favored uniform grades.

A. E. Reynolds: I take it that if you gentlemen did not want a change that you would not be here. All mineral products are practically uniform,—why not grain? The farmer raises the grain and brings it to my eltr. and I have to pass on it. I buy oats and find they are not all white or dry and do not weigh 32 pounds to the bu., therefore not standard, for these oats Cincinnati wants 24 pounds to the bu., New York 22 pounds, Baltimore 26, if I buy expecting to ship to a certain market and can't get the cars to go there and must

sell elsewhere I must change all my plans and grades and do this after I have bought the grain from the farmer.

For the five grains there are 332 grades to meet the inspection rules, to the country shipper these grades are devices with intent to defraud someone and unless the grain trade is able to come to some system of what we are handling the government will take hold. The grain inspection however is not crooked but crude. If we can not agree on uniformity I advocate the Ass'ns appealing to Congress to establish uniform grades. You can not ignore the farmer or the shipper. Think of it; oats 60 different grades in 20 different markets.

We can get Senator Watson of Indiana whenever we say the word to introduce a bill for gov't inspection and it wud pass.

Senator McCumber of N. D. is working for gov't grading and inspection of grain. I want to impress upon you the necessity of taking some steps now.

It was moved by Ely Bernays and seconded by E. H. Culver that the individual vote of every delegate be taken to state his standpoint as to the proposed uniformity of grain grades. The motion was carried.

H. L. Goemann, Toledo: From a personal standpoint I favor uniform grades. I buy from the west and sell in the east and it is not a question of price but of grades. What I want to know is that wherever I buy the grades will be the same.

S. W. Yantis, Buffalo: In the main I agree with Mr. Goemann. The movement is in the right direction.

F. F. Collins: I feel that the Cincinnati Chamber of Commerce wud not have sent me here unless it favored uniformity of grades. While I can't pledge that Cincinnati wud adopt any rules of this Congress, still I feel that it wud.

H. N. Sager: The Chicago Board of Trade has taken a positive stand in regard to federal inspection, we are opposed. Personally, I am in favor of uniform grades.

Wm. Nash and E. L. Glaser agreed with Mr. Sager.

J. W. Radford, Missouri: I am in favor of a uniformity of grades. I am however not authorized to bind the Kansas commission.

H. H. Bingham, Louisville: Personally I believe a reform movement is here to stay and I favor uniformity of grades.

E. R. Gardner, Memphis: I am in favor of uniform grades.

A. F. Evenson, Minneapolis: Minnesota is in favor of uniform grades as long as there is no radical change made in No. 1 Northern.

F. H. Tedford, Kansas City: Personally I am in favor of uniform grades:

J. L. Suttle, Mobile: We are in favor of uniform grades:

H. C. Hawkins, Nashville: I am satisfied we are all in favor of uniformity of grades and believe our exchange will agree to it.

W. L. Richeson, New Orleans: I am heartily in favor and have full power to vote.

Ely Bernays, New York: Our exchange is heartily in favor of uniformity of grades. We export a great deal of durum wheat, we had Mr. Eva come to New York and the outcome was that we adopted the same rule for grading durum in New York as they had in Minnesota and now New York has the bulk of this trade as the result.

E. M. Wayne, Delevan, Ill.: Personally I wud be glad to see a uniformity of grades. It will require something besides adopting resolutions. Am not in favor of government control. One judge has decided the grain business is interstate business and shud be under government control. We want uniform inspection without a doubt.

C. C. Miles: I have been sent by the Peoria Board of Trade. It is in favor of uniform grades thruout the U. S.

S. L. McKnight, Philadelphia: I am in favor of uniform grades.

J. L. King, Philadelphia: I have no instructions from our Chamber of Commerce but personally am in favor of uniform grades and think our Chamber will agree to it.

W. J. Duffy, Philadelphia: I agree with Mr. King.

J. A. Clark, Pittsburg: I came instructed to advocate uniform grades.

E. H. Culver, Toledo: Toledo is in favor and willing to concede anything that will bring about uniform grades and phraseology.

J. W. Burk, Springfield, O.: I represent the millers of

the U. S. I have not studied the question but think it wud be to the advantage of the millers to have uniform grades.

R. S. Johnson, Chicago: I also represent the Millers' Federation. I know our comites have tried to stir up uniform grading and will support all exchanges that will bring this about.

J. J. Quinn, Tri-State Grain Dealers Ass'n: I come uninstructed. If it will benefit the shippers of the west I am in for it.

S. H. Smith, Chicago: I represent the Illinois state grain inspection department and am heartily in favor of anything that will help to bring about uniform grades.

F. W. Eva, St. Paul: I am heartily in favor of uniform grades and will be disappointed if it is not brot about.

John Dower: St. Louis I think would be in favor of anything that would tend to bring about uniformity of grades.

J. J. Flack, Kansas City: I do not think any member of K. C. Board of Trade wud be opposed. We do not want re-inspection at destination. Don't want federal inspection. Personally I am in favor.

Fred Mayer, Toledo: I represent the Ohio Grain Dealers Ass'n. We are in favor of uniform grades, I personally am and we all are.

J. W. McCord, Columbus: I shall vote for the Columbus Board of Trade in favor of uniform grades and inspection.

S. W. Strong, Secy. Ill. Grain Dealers Ass'n: I am in favor of uniform grades.

E. B. Hodges: Norfolk does a domestic and export business and is interested in this subject. I feel it shud have been taken up years ago. We know that the adoption of uniform grading wud do more to help the trade than anything else. I feel if we don't do something now the federal government will take it up and make the grading of grain as staple as currency itself.

Geo. F. Reed: Boston did not appoint a delegate, but I think they are not opposed. Personally I am heartily in favor of uniform grades and phraseology.

The sec'y stated that the sense of the meeting was 37 in favor of uniform grades and one in doubt.

J. F. Courcier read extracts from letters sent by exchanges not represented. Omaha said they were too young. Milwaukee that they wud prefer to wait. Richmond, Va., that they wud adopt anything endorsed by the G. D. N. A. Baltimore would prefer to await the outcome before expressing itself.

After the Chairman appointed the following comites the Congress adjourned to 2:30 Dec. 12.

Wheat Committee—E. H. Culver, Toledo, chairman; A. E. Reynolds, Crawfordsville, Ind.; F. H. Tedford, Kansas City; John Dower, St. Louis; F. W. Eva, Minneapolis; R. S. Johnson, Chicago, and J. L. King, Philadelphia.

Corn Committee—W. L. Richeson, New Orleans, chairman; W. J. Duffy, Philadelphia; E. M. Wayne, Delavan, Ill.; Ely Bernays, New York; E. B. Hodges, Norfolk; Fred Mayer, Toledo; J. W. Radford, Kansas City, Kan.

Oat Committee—Sam H. Smith, Chicago, chairman; G. F. Reed, Boston; C. C. Miles, Peoria; S. L. McKnight, Philadelphia; E. R. Gardner, Memphis; F. F. Collins, Cincinnati, and F. W. Eva, Minneapolis.

Rye Committee—H. L. Goemann, Toledo; H. H. Bingham, Louisville; J. A. Clark, Pittsburg; E. L. Glaser, Chicago; J. J. Quinn, Minneapolis, and F. W. Eva, Minneapolis.

Committee on Rules and Resolutions—Eli Bernays, New York, chairman; S. W. Yantis, Buffalo; J. J. Flack, Kansas City.

Tuesday afternoon was spent in hearing J. D. Shanahan explain and demonstrate how to determine the percentage of moisture in corn. The apparatus and methods are fully explained elsewhere in this issue.

WEDNESDAY'S SESSION.

The congress was called to order at 2:30 by Chairman McCord, who immediately appointed the following comite on barley:

Barley Committee—E. Gerstenberg, Chicago; Emil Butz, Chicago; H. Mueller, Chicago; J. R. Mauff, Chicago; P. Eschenberg, Chicago; F. W. Eva, Minneapolis.

J. D. Shanahan before reading his paper, which is published elsewhere in this number, prefaced it with the following remarks: My paper is to show the attitude of the government towards uniform grades, I am satisfied that the attitude

does an injustice to the department. We are on a verge of an evolution or a revolution on this subject of grades.

A vote of thanks was tendered Mr. Shanahan for his able paper.

Chairman McCord: Many of us pay too little attention to the department of agriculture. They want us to come to them for assistance.

The report of the corn comite was submitted by Ely Bernays, he prefaced it with the following remarks: We have worked in the spirit of Mr. Shanahan's report. Mathematical and mechanical test rules are so plain that a school boy with the apparatus could test, so simple there can be no dispute. We tried to eliminate all words that cud be disputed and it is for you to say if it is good. As a preamble to the rules we have made a table which shows the grades and per cent of moisture.

After some discussion and a few changes the following rules for grading corn were adopted:

MAXIMUM LIMITS OF CORN GRADING.

The following maximum limits shall govern all inspections and grading of corn:

Grades.	Per cent Nov.-March.	Moisture April-Oct.	Per cent Damaged.	Per cent dirt & broken grains.
1	13	12	1	0
2	15	14	3	2
3	17	16	5	3
4	20	20	10	5

WHITE CORN GRADES.

- No. 1 White Corn—Shall be 99 per cent white and sweet.
- No. 2 White Corn—Shall be 95 per cent white and sweet.
- No. 3 White Corn—Shall be 95 per cent white and sweet.
- No. 4 White Corn—Shall be 95 per cent white.
- No. 5 White Corn—Shall be 95 per cent white that fails to meet the requirements of above percentage table but not in a heating condition.

YELLOW CORN GRADES.

- No. 1 Yellow Corn—Shall be 95 per cent yellow and sweet.
- No. 2 Yellow Corn—Shall be 95 per cent yellow and sweet.
- No. 3 Yellow Corn—Shall be 95 per cent yellow and sweet.
- No. 4 Yellow Corn—Shall be 95 per cent yellow.
- No. 5 Yellow Corn—Shall be 95 per cent yellow that fails to meet the requirements of the above percentage table but not in heating condition.

MIXED CORN GRADES.

- No. 1 Mixed Corn—Shall be mixed corn of various colors and sweet.
- No. 2 Mixed Corn—Shall be mixed corn of various colors and sweet.
- No. 3 Mixed Corn—Shall be mixed corn of various colors and sweet.
- No. 4 Mixed Corn—Shall be mixed corn of various colors.
- No. 5 Mixed Corn—All mixed corn of various colors that fails to meet the requirements of above percentage table but is not in a heating condition.

H. L. Goemann, chairman of the rye comite, read his report which was adopted with a few minor changes and is as follows:

RYE COMMITTEE'S REPORT.

J. W. McCord, Chairman:—Your Rye Committee begs leave to submit and recommend the following rules for the grading of rye, all of which were adopted save "No Grade," action upon which was deferred until tomorrow.

No. 1 Rye. Shall be sound, dry, sweet, clean and free from other grains, and shall weigh not less than 56 lbs. to the measured bushel.

No. 2 Rye. Shall be sound, and not to contain over 2 per cent of other grain and 2 per cent dirt or foreign matter, and weigh not less than 54 lbs. to the measured bushel.

No. 3 Rye. All rye damp, musty, dirty or from any cause unfit for No. 2 Rye.

We have changed the existing grades considerably, for the following reasons:

Rye is so different from other grain, being principally used for distilling and milling purposes, and therefore, any rye that is unfit for these purposes really cannot be used in any manner to advantage by the consumer, excepting at heavy discounts. In order, however, to reconcile the conditions that exist in terminal markets, whereby they are compelled to have a contract grade, we have raised the commercial grade for consuming purposes to No. 1, and the contract grade remains as No. 2; therefore, all rye that cannot be used for either one of these purposes must necessarily be sold at heavy discounts, and we, therefore, recommend that the grade of No. 3 rye, as per Rule which we herewith submit, take in all the rye below No. 2, and which is not unmerchantable, and our grade of No Grade take in all the unmerchantable rye. These grades as recommended are for the general use in all the markets. In such markets as Baltimore or Philadelphia, which have a special quality of home grown rye, we recommend that they establish their own grades and designate them as the Delaware or Maryland Rye; thus distinguishing them from the Western Rye.

The congress then adjourned until Thursday at 9 a. m.

THURSDAY MORNING.

The congress convened at 9:30. S. H. Smith, chairman of the Oats Comite submitted his report, which brot forth considerable discussion and was finally adopted as follows:

WHITE OATS.

No. 1 White Oats—Shall be white, sound, bright, sweet and dry, free from other grain, clean and weigh not less than 32 pounds to the measured bushel.

No. 2 White Oats—Shall be not less than 95 per cent white,

sweet, dry, shall not contain over 2 per cent of dirt and foreign matter, and weigh not less than 28 pounds to the measured bushel.

Standard White Oats—Shall be 95 per cent white, sweet, dry, to contain not more than 5 per cent of dirt or foreign matter and weigh not less than 28 pounds to the measured bushel.

No. 3 White Oats—Shall be 95 per cent white, and may contain 5 per cent of dirt and foreign matter and weigh not less than 24 pounds to the measured bushel.

No. 4 White Oats—Shall be 90 per cent white, damp, damaged, musty and very dirty.

No. 1 White Clipped Oats—Shall be white, sweet, sound, bright, dry, free from other grain, clean and weigh not less than 35 pounds to the measured bushel.

No. 2 White Clipped Oats—Shall be not less than 95 per cent white, sweet, dry, shall not contain over 2 per cent of dirt and foreign matter and test not less than 32 pounds to the measured bushel.

No. 3 White Clipped Oats—Shall be 95 per cent white, sweet, dry and may contain 5 per cent of dirt and foreign matter and test not less than 30 pounds to the measured bushel.

No. 4 White Clipped Oats—Shall be 90 per cent white, damp, damaged, musty and dirty and test not less than 30 pounds to the measured bushel.

No. 1 Mixed Oats—Shall be Mixed Oats, sound, dry, bright, sweet, clean, free from other grain and weigh not less than 32 pounds to the measured bushel.

No. 2 Mixed Oats—Shall be sweet, dry, shall not contain over 2 per cent of dirt and foreign matter and weigh not less than 28 pounds to the measured bushel.

No. 3 Mixed Oats—May contain 5 per cent of dirt and foreign matter and weigh not less than 24 pounds to the measured bushel.

No. 4 Mixed Oats—Shall be damp, damaged, musty and very dirty.

No. 1 Mixed Clipped Oats—Shall be Mixed Oats, sweet, sound, bright, dry, clean, free from other grain and weigh not less than 35 pounds to the measured bushel.

No. 2 Mixed Clipped Oats—Shall be Mixed Oats, sweet, dry, shall not contain over 2 per cent of dirt and foreign matter and test not less than 32 pounds to the measured bushel.

No. 3 Mixed Clipped Oats—Shall be Mixed Oats, sweet, dry, and may contain 5 per cent of dirt and foreign matter, and test not less than 30 pounds to the measured bushel.

Resolved: That Southern Markets which handle Red or Rust Proof Oats formulate rules governing the respective grades and submit same to a Committee of this Congress for adoption when formulated by them.

YELLOW OATS.

The same phraseology shall be used for Yellow Oats as in Nos. 1, 2, 3 and 4 for White Oats, except that the rules shall specify yellow varieties.

The meeting then adjourned until 1:45 p. m.

THURSDAY AFTERNOON SESSION.

E. H. Culver chairman of the Wheat Comite read the report on wheat rules. These brot forth much discussion and being amended were adopted as follows:

RED WINTER WHEAT.

No. 1 Red Winter Wheat—Shall include all varieties of pure soft red winter wheat. Sound, plump, dry, sweet and clean and weigh not less than 60 pounds to the measured bushel.

No. 2 Red Winter Wheat—Shall include all varieties of soft red winter wheat, dry, sound and clean. May contain not more than 5 per cent of soft white, winter wheat, and weigh not less than 58 pounds to the measured bushel.

No. 3 Red Winter Wheat—Shall include all varieties of soft red winter wheat, and may contain 5 per cent of damaged grains other than mow burnt wheat and may contain 10 per cent of soft white winter wheat and weigh not less than 55 pounds to the measured bushel.

No. 4 Red Winter Wheat—Shall include all varieties of soft red winter wheat not fit for a higher grade in consequence of being poor in quality, damp, musty or dirty, and not to contain more than 10 per cent soft white winter wheat.

WHITE WINTER WHEAT.

No. 1 White Winter Wheat—Shall include all varieties of pure, soft white winter wheat, sound, plump, dry, sweet and clean, and weigh not less than 58 pounds to the measured bushel.

No. 2 White Winter Wheat—Shall include all varieties of soft white winter wheat, dry, sound and clean. May contain not more than 5 per cent of soft red winter wheat and weigh not less than 56 pounds to the measured bushel.

No. 3 White Winter Wheat—Shall include all varieties of soft white winter wheat and may contain 5 per cent of damaged grain other than mow burnt wheat, and may contain 10 per cent of soft red winter wheat and weigh not less than 53 pounds to the measured bushel.

No. 4 White Winter Wheat—Shall include all varieties of soft white winter wheat not fit for a higher grade in consequence of being poor in quality, damp, musty or dirty, and contain not more than 10 per cent of soft red winter wheat.

HARD WINTER WHEAT.

No. 1 Hard Winter Wheat—Shall include all varieties of pure hard winter wheat, sound, plump, dry, sweet and clean and weigh not less than 61 pounds to the measured bushel.

No. 2 Hard Winter Wheat—Shall include all varieties of hard winter wheat, dry, sound and clean, and weigh not less than 59 pounds to the measured bushel.

No. 3 Hard Winter Wheat—Shall include all varieties of hard winter wheat and may contain 5 per cent of damaged grains other than mow burnt wheat and weigh not less than 56 pounds to the measured bushel.

No. 4 Winter Wheat—Shall include all varieties of hard winter wheat not fit for a higher grade in consequence of being poor quality, damp, musty or dirty.

NORTHERN SPRING WHEAT.

No. 1 Hard Spring Wheat—Shall be sound, bright, clean and consist of over 50 per cent of hard Scotch Fife and weigh not less than 58 pounds to the measured bushel.

No. 1 Northern Spring Wheat—Shall be sound and clean. May consist of all hard and soft varieties of spring wheat but must contain a larger proportion of the hard varieties and weigh not less than 57 pounds to the measured bushel.

No. 2 Northern Spring Wheat—Shall be spring wheat not clean enough or sound enough for No. 1 but of good milling quality

and must not weigh less than 56 pounds to the measured bushel. No. 3 Northern Spring Wheat—Shall be composed of inferior, shrunken spring wheat, weighing not less than 54 pounds to the measured bushel.

No. 4 Northern Spring Wheat—Shall include all inferior spring wheat that is badly shrunken or damaged and must weigh not less than 49 pounds to the measured bushel.

Rejected Spring Wheat—Shall include all varieties of wheat sprouted, badly bleached or for any other cause unfit for No. 4.

SPRING WHEAT.

No. 1 Spring Wheat—Shall be sound, well cleaned, and weigh not less than 57 pounds to the measured bushel.

No. 2 Spring Wheat—Shall be sound, clean and of good milling quality, weighing not less than 56 pounds to the measured bushel.

No. 3 Spring Wheat—Shall include all inferior, shrunken or dirty spring wheat, weighing not less than 54 pounds to the measured bushel.

No. 4 Spring Wheat—Shall include spring wheat, damp, musty, sprouted badly bleached or for any cause which renders it unfit for No. 3.

WHITE SPRING WHEAT.

White Spring Wheat—The grades of Nos. 1, 2, 3 and 4 white spring wheat shall correspond with the grades of Nos. 1, 2, 3 and 4 Spring Wheat, except that they shall be of the white variety.

DURUM (MACARONI) WHEAT.

No. 1 Durum Wheat—Shall be bright, sound, well cleaned and be composed of the commonly known as Macaroni wheat.

No. 2 Durum Wheat—Must be sound and clean and of good milling quality. It shall include all durum wheat that for any reason is not suitable for No. 1 durum.

No. 3 Durum Wheat—Shall include all durum wheat, bleached, shrunken or for any cause unfit for No. 2.

No. 4 Durum Wheat—Shall include all durum wheat that is badly bleached or for any cause unfit for No. 3.

PACIFIC COAST WHEAT.

No. 1 Red Pacific Coast Wheat—Shall be dry, sound, clean and free from smut. Shall weigh not less than 59 pounds to the measured bushel.

No. 2 Red Pacific Coast Wheat—Shall be dry, sound, clean and only slightly tainted with smut and alkali and weigh not less than 58 pounds to the measured bushel.

No. 3 Red Pacific Coast Wheat—Shall include all other Pacific coast red winter wheat. It may be smutty or musty or for other reasons unfit for flouring purposes. Shall weigh not less than 54 pounds to the measured bushel.

NOTE:—Pacific Coast White Winter Wheat shall be graded according to the rules of the Pacific Coast Red Winter Wheat. In Pacific Coast White Winter Wheat it or with our home grown wheat (red or white) same shall be graded as Pacific Coast Wheat.

MIXED WHEAT.

GENERAL RULE:—In case of any appreciable mixture of hard and soft winter wheat, red or white, durum or spring wheat with each other, it shall be graded according to the quality thereof according to the kind of wheat predominating and be classed as Nos. 1, 2, 3, etc., MIXED WHEAT with inspectors' notations describing its character.

NO GRADE GENERAL RULE.

All wheat, barley, oats, rye and corn that is in a heating condition, too musty or too damp to be safe for warehousing or that is badly in burnt or damaged, or fire burnt and fire smoked or mixed with garbage or onions or containing live weevil, excessively dirty or where different kinds of grain are badly mixed with one another shall be classed as NO GRADE and the inspector shall make notations as to quality and condition.

The barley comite recommended the adoption of the Barley rules as issued by the Chicago Barley Ass'n and as adopted by the State Warehouse Commission of Illinois, which are as follows:

BARLEY.

No. 1 Barley—Shall be sound, plump, bright, clean and free from other grain, and not scoured nor clipped, shall weigh not less than 48 pounds to the measured bushel.

No. 2 Barley—Shall be sound, of healthy color (bright or straw color) reasonably free from other grains and seeds, and not scoured nor clipped, shall weigh not less than 46 pounds to the measured bushel.

No. 3 Barley—Shall include slightly shrunken or otherwise slightly damaged Barley, not good enough for No. 2, and not scoured nor clipped, shall weigh not less than 44 pounds to the measured bushel.

No. 4 Barley—Shall include Barley fit for malting purposes, not good enough for No. 3.

No. 1 Feed Barley—Shall test not less than 40 pounds to the measured bushel, shall be cool and reasonably free from other grain and seeds, and not good enough for No. 4, and may include Barley with a strong ground smell, or a slightly musty or bin smell.

Rejected Barley—Shall include all Barley testing under 40 pounds to the measured bushel, or barley which is badly musty or badly damaged, and not good enough to grade "Feed" Barley, except that Barley which has been chemically treated shall not be graded at all.

Bay Brewing Barley—The grades of Nos. 1, 2 and 3 Bay Brewing Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Bay Brewing variety, grown in the Far West and on the Pacific Coast.

Chevalier Barley—The grades of Nos. 1, 2 and 3 Chevalier Barley shall conform in all respects to the grades of Nos. 1, 2 and 3 Barley, except that they shall be of the Chevalier variety, grown in the Far West and on the Pacific Coast.

Bay Brewing Mixed Barley—In case of admixture, of Bay Brewing Barley with Barley of other varieties, it shall be graded according to the quality thereof and classed as 1-2-3 Bay Brewing Mixed Barley.

Chevalier Mixed Barley—In case of admixture of Chevalier Barley with Barley of other varieties, it shall be graded according to the quality thereof and classed as 1-2-3 Chevalier Mixed Barley.

RULE II. NEW.

The word "NEW" shall be inserted in each certificate of inspection of a newly harvested crop of barley, until the first day of November of each year.

This change shall be construed as establishing new grades for

the time specified, to conform to the existing grades of grain in all particulars, except the distinctions hereby established between the new and the old crop, and shall apply to grain inspected from store for two months after the time above specified.

E. H. Culver of Toledo and F. F. Collins of Cincinnati were appointed a comite of two with power to formulate rules for the grading of winter barley which are as follows:

WINTER BARLEY.

No. 1 Winter Barley—Shall be plump, bright, sound and clean, free from other grain, and shall weigh not less than 48 pounds to the measured bushel.

No. 2 Winter Barley—Shall be sound, plump, may be stained, and shall contain not more than 3 per cent of foreign matter, weighing not less than 46 pounds to the measured bushel.

No. 3 Winter Barley—Shall include all shrunken, stained and dirty barley. Shall weigh not less than 44 pounds to the measured bushel, and shall not contain more than 5 per cent of foreign matter.

No. 4 Winter Barley—Shall include all barley not fit for a higher grade in consequence of being poor quality, damp, musty or dirty, and weighing not less than 40 pounds to the measured bushel, and shall not contain more than 10 per cent of foreign matter.

J. D. Shanahan: You have gone thru this work in an able manner and started something that will be of great value to the grain trade. You will now have to determine the percentages of grain, the size of the grain berry varies, if you try to determine the percentage by size it will not be satisfactory, it shud be weighed. We take 100 grams on corn and 50 grams on smaller grains and after separating weigh the various parts on a sensitive scale which weighs as fine as 1-5 of a gram.

Another thing you will have to decide is the manner of getting the test weight per bushel. The manner of filling the cup makes a great difference in the results. The Minnesota manner of testing I think is satisfactory.

E. H. Culver: I hope before the next new crop arrives that every inspection department will be equipt with apparatus for determining the amount of moisture in corn.

The chair appointed chief inspectors present a comite to formulate a rule for testing grain by weight. They recommended the adoption of the Minnesota rules leaving out the words "after cleaning." The rules were adopted and are as follows:

MANNER OF ARRIVING AT PERCENTAGES.

Determination with the exception of moisture test in the case of corn shall be made by weighing out one hundred grams of a well mixed sample after this sample has been separated into the factors to be determined, each factor shall be weighed to determine the percentage of the whole.

In determining the percentages of all other grains, fifty grams or well mixed sample shall be used. We suggest using a scale sensitive to half a grain.

In determining the moisture test we recommend the use of the apparatus recommended by the United States Department of Agriculture.

Instructions regarding its use can be had from the Department.

MANNER OF TESTING.

Wheat, flax and rye shall be tested by the test kettle being placed where it cannot be jarred or shaken. From scoop, bag or pan, heat two inches from top of kettle, pour into middle of same at a moderate speed until running over. Striking off in a zigzag manner with the edge of beam held horizontal.

F. F. Collins: I move that the appointing of a comite on rust proof oats be referred to Mr. Courcier to determine the grade. Carried.

Ely Bernays, chairman of the resolution comite read the following resolutions, which were adopted:

REPORT OF COMMITTEE ON RESOLUTIONS.

WHEREAS, The Uniform Grade Congress meeting upon the initiative of the Grain Dealers' National Ass'n. in Convention assembled at Chicago, December 11th, 12th and 13th, and attended by the delegates of almost every important Western, Eastern, Northern and Southern Exchange, State Departments, and Grain Dealers' Ass'n. adopts unanimously the rules for grading of wheat, corn, oats, rye and barley, which, in special committees for each of these cereals, had been decided upon, and whereas the desire for uniform grain grading throughout the whole country which is to protect in their dealings with the domestic producer and consumer, as well as the exporter, and the foreign buyer of grain, has manifested itself strongly and unanimously during the session of this congress, Therefore be it

Resolved, That the adoption of the Uniform Rules should be and hereby is urgently recommended to the various authorities for grain grading.

Resolved further, That all grain grading shall be done by such inspectors only as are thoroly qualified and competent expert grain judges, that these inspectors should be well salaried to put them beyond the cares and sorrows of daily life, that they should draw their salaries regardless of the quantity of grain which they inspect and grade, that they should not engage in any business except inspecting grain and that they should be under the supervision and surveillance of a Committee of grain merchants to whom appeal may be brought.

Resolved further, That the certificates of inspection which such inspectors issue should certify to exactly the kind of grain which these certificates purport to represent—no more and no less.

Resolved further, That a copy of these resolutions be forwarded to all Exchanges, Ass'ns and public bodies which have been invited and which have sent delegates to the Uniform Grade Congress.

TO CO-OPERATE IN GRAIN STANDARDIZATION.

WHEREAS, John D. Shanahan, Expert in charge of grain standardization, Bureau of Plant Industry, United States Department of Agriculture, has invited this Uniform Grade Congress to co-operate in the project of grain standardization of his bureau, therefore be it

Resolved, That the officers of the Grain Dealers' National Ass'n, under whose auspices this congress is being held, be instructed to keep in touch with the work of standardization, assisting it in every way consistent with the customs and practices of the grain trade, and to keep the Exchanges and Department, who are represented here, fully informed of all matters of importance that may come up for consideration.

A vote of thanks was extended to the Chicago Board of Trade for the use of the Directors' Room and other courtesies.

The congress extended a vote of thanks to Sec'y Courcier for the able manner in which he got up the charts.

J. W. McCord as chairman thanked the delegates for the help and attention they had given him during all sessions.

A vote of thanks was extended to the presiding officers.

It was moved and carried that this body be continued under the direction of the Grain Dealers National Ass'n.

The congress then adjourned.

NOTES.

No "rubber neck" terms were allowed to creep into the rules.

After much discussion the word red was eliminated from the terms Hard Red Winter Wheat.

No rules were adopted for governing local conditions. It was left for such localities to formulate their own rules.

Question: Shud wheat containing even the slightest amount of onions or garlic be graded no grade? St. Louis thought not.

It was decided that durum or Macaroni wheat had not been handled enough to determine what the test weight should be.

New Orleans is highly pleased with its apparatus for determining the moisture in corn. Mr. Richeson says he couldn't keep house without it.

Woodson County Elevator, Yates Center, Kans.

The elevator illustrated herewith is the new 12,000 bushel elevator known as the Woodson County Elevator at Yates Center, Kans., which is operated by R. A. Braik who makes a specialty of shelling and cleaning corn in transit. His sheller is just below the dump and is so arranged that ear corn can be spouted direct from cars. An ear corn dump also affords storage capacity for 200 bus. A warehouse adjoining has room for about five cars of flour and sack feed which has, of late, received some of Mr. Braik's attention.



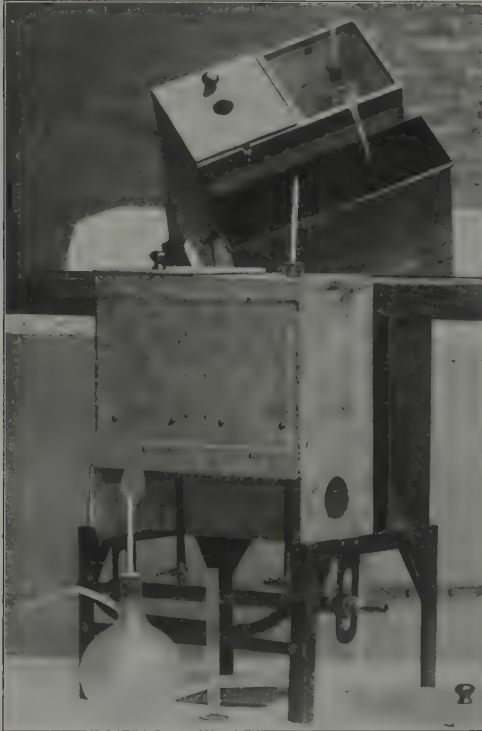
Woodson County Elevator, Yates Center, Kan.

A Western Sheller and Cleaner, a 9x18 3-pair high roller feed mill, a meal sifter, hopper scales and a 30-horse power Witte Gas Engine using natural gas, complete the machinery equipment. A 100-barrel galvanized iron tank holds water used for cooling cylinder.

Mr. Braik is quite fortunate in that his elevator is built on private ground with a switch from the Missouri Pacific R. R.

A Quick Method for Determining Moisture in Grain

John D. Shanahan of the Bureau of Plant Industry, Dept. of Agri., exhibited the moisture testing apparatus illustrated herewith at the recent Uniform Grade Congress in Chicago. After much experimenting the Dept. of Agri. has perfected an apparatus which will determine accurately the per cent of moisture in any samples of grain without grinding or reducing it in from 18 to 25 minutes. By heating whole grains in oil to a temperature considerably above that of boiling water all water is driven out and afterwards condensed and measured in a graduated tube.



Apparatus for Determining Moisture Exhibited at Uniform Grade Congress.

Illustrated herewith is Mr. Shanahan's apparatus which has two compartments so that two tests can be conducted simultaneously. The top of the apparatus is reflected in a mirror.

First 100 cubic centimeters of a good grade of engine oil, whose flashing point is not below 200 degrees centigrade, is poured into one of the glass distillation flasks. Then 100 grams of corn are weighed on a finely adjusted balance and immediately poured into the flask containing the oil. The neck of the flask is closed tight with a rubber stopper carrying a thermometer, the bulb of which should extend well into the mixture.

The galvanized iron box in front, which is divided into two compartments and lined with asbestos has a fine wire screen across bottom for supporting the distillation flasks just above the bunsen burners which can be supplied with illuminating gas from either end of supply pipe. The neck of the flask when in this box extends up thru a notch in the rear wall of the box and down into a condenser tube which runs thru the cooling tank in the rear. All moisture evaporated from the grain quickly condenses in the tube and drops into a graduated tube underneath the cooling tank. One of these tubes is shown on table beside flask.

On the table in front is shown one of the distillation flasks containing a thermometer, the other flask is in the uncovered compartment of the heating box as is shown by its direct image and reflection in the engraving.

After a flask has received 100 c. cs. of oil and 100 grms. of corn it is placed in the heating box and the gas lighted. When

the thermometer shows a temperature of 190° the heat is shut off and the mixture continues to boil for some time. The moisture evaporated from the cylinder is condensed in the cooler and caught in tube underneath which is graduated to show by direct reading the correct percentage of moisture contained in the sample placed in the flask. Each c. c. of water represents one per cent when a 100-gram sample is used.

It is estimated that by this method a person familiar with laboratory work and an assistant can readily make 200 moisture determinations in a day of eight hours.

The apparatus is the product of the Agri. Dept. but anybody and everybody is welcome to use it. All the parts needed can be obtained of firms making a specialty of laboratory supplies.

The apparatus was examined by many grain men, who watched the simple moisture tests with great interest.

Chicago's Call Rule.

The Chicago Board of Trade's excellent call rule in corn and oats adopted sometime ago seems to have been misunderstood by some, and wilfully misrepresented by others, hence a number of Chicago commission merchants have issued a clear concise statement of the objects sought and the benefits attained from which we take the following:

The Rule establishing it reads, "It is the intent of this Rule to provide for a public competitive market for the articles (corn and oats) dealt in."

This Rule has accomplished.

The "Call" is "under the control and management of a Committee consisting of five members appointed by the President, with the approval of the Board of Directors," and "contracts may be made on the 'Call' only in such articles and upon such terms as have been approved by the 'Call' Committee." This gives the Rule an elasticity which permits its being made to fit the requirements of the trade as they may change from time to time.

At the close of the regular session each day representatives of the whole cash grain trade come together—receivers, shippers, consumers, commission merchants—the gathering being presided over by a "Caller."

As each article is called, those having it for sale, offer it on the market—those wishing to buy, bid for it. When trading ceases in an article the "Caller" sounds the gavel and "calls" the next article, and the same proceedings are repeated until the whole list has been "called," when the "Call" closes for the day.

An official record, which is open at all times for the inspection of the trade, is kept of all transactions.

Some of the advantages of the Rule to the country dealer are:—

It gives him an intelligent basis on which to make his purchases—the value of corn and oats for such time shipment as he can make.

It gives him a market where he can sell the kind and grade of corn and oats he buys for such time shipment as best suits and on liberal terms of delivery.

All trades are on a Chicago basis and delivery can be made on the receiving tracks of any Western road. The seller has the option as to road and is not bound by his contract to ship from any one particular point or to deliver on any one road.

It gives him a market where he can satisfy his contracts by buying same back, or such portion of them as he finds it inconvenient or undesirable to fill by making shipments himself. This enables him to protect high price sales and to secure his rightful profit on same even tho weather conditions, the quality of his grain or car shortages prevent his filling sales by making shipments.

It enables him, should the market break after sales have been made, to buy same back, secure his profit and retain the grain at home, or, if price changes should make some other city the most attractive market, sales made on the "Call" can be bot back, losses paid or profits secured, as the case may be, and the grain can then be sent to the most attractive market.

It gives the country dealer an opportunity to have his own paid representative (commission merchant) here, who is legally and morally obligated to protect his interests. This in turn creates competition, makes a record for good service a commission merchant's best stock in trade, and renders the making of arbitrary discounts on "off grades" and the arbitrary settling or canceling of unfilled contracts by buyers an impossibility, and, all in all, gives to the country dealer an open, better and more liberal market on which to sell his grain than has ever heretofore existed.

Orders can be given the same as in the speculative markets—at limits—at the market—open—or good for the day only. In

short, the same general rules regarding orders apply on the "Call" as in the speculative markets, excepting that "Call" orders can be given for odd amounts with a minimum of 1,000 bus. corn and 1,500 bus. oats.

The commission and other charges are the same as apply on consignments of corn and oats, $\frac{1}{2}$ cent per bu. commission, 35 cents per car inspection and one-half of the weighing charges.

When sales are "covered" or "bot back" $\frac{1}{2}$ cent commission for the round turn of buying and selling is the only charge made.

The commission merchant performs the same service as on consignments—looks after the inspection, weighing, placing cars on contracts and the general handling of same.

The Call.

Grain Dealers Journal: The Board of Trade has issued a little booklet entitled "The Call" and sent it to shippers throughout the country, pretending to give the rule and explaining its benefits to shippers. The booklet closes this way. "As this rule was adopted for the express purpose of protecting the country dealer and securing for him all the advantages of an open, free and unrestricted market, we believe it is but right that he in turn should give it every possible support."

"The Call" as set forth in the booklet is all right and if that was all there was to "The Call," the country dealer would be all right in supporting it. But it happens the essence, the devilish part of "The Call" rule is not to be found in the little booklet at all. Why in issuing the booklet did they forget to explain that anyone bidding over The Call bid would be held guilty of ungentlemanly conduct and expelled from the Board. This little provision of the rule constitutes the milk in the cocoanut. The part their own attorney reported to the Board was contrary to the Anti-Trust Law as it was a combination to prevent competition and hinder trade.

In other words this part of "The Call" which they have carefully ignored in the booklet, is the part that places an illegal hindrance to fair competition and forms a trust on grain prices with a penalty for breaking over. With this rule heavy consumers have succeeded in holding prices below a natural supply and demand basis all fall. Corn prices especially have suffered. All of the products produced from corn have held high—from hogs and cattle to the product called Olive Oil produced by the glucose companies. In the face of lighter receipts than we had last year or year before last and no accumulation of stocks anywhere prices have suffered. If anyone asked you the reason for prices offered being so low, there is only one answer to make—"The Call."

The penalty provided by The Call rule has prevented competition and the result is that farmers have refused to sell. The Call with the penalty is a grain trust making a determined effort to wrest the grain from producers at a less price than supply and demand justifies.

Since The Call was made a rule there has been a continuous howl by the Board members that business is light, both in receipts and speculation, and the value of a membership has decreased materially. How the contest will end remains to be seen, but should the manipulators of The Call succeed and finally force the farmers of the country to part with their corn at

unnaturally depressed prices it means a national calamity. The United States treasury has already been repeatedly called on to relieve the shortage in money caused by the farmers holding their grain, and if they are finally forced to part with their grain at depressed prices it means a panic. Caused directly by The Call.—H. G. Smith, Triumph, Ill.

A. D. Stanford's Hexagonal Elevator at Bardolph, Ill.

Illustrated herewith is a truly unique elevator of recent construction. It is designed to be operated by one man. Its grain storage room is composed of six bins, with an aggregate storage capacity of 15,000 bu. These bins are arranged in the form of a hexagon, the cribbing of storage part being supported by a brick foundation, which runs up high enough to leave considerable space for workroom underneath.

As is shown in ground plan of plant, a small room has been built on to provide for feed storage and a feed mill. On the opposite side of the bins is the engine room, which contains a 13-h. p. gasoline engine, and between the two, is housing for the leg which carries grain in its 7x12 inch cups above bins, and spouts either to bins or loading spout. Grain from each of the bins can be spouted to the elevator boot; then weighed in an automatic weigher above bins, dumped into a loading spout and car filled by gravity.

The basement contains a modern sheller. Above the bins is a Western Corn Cleaner. The sink under the dump is divided so that by placing dump, grain can be thrown into either of two large bins underneath.

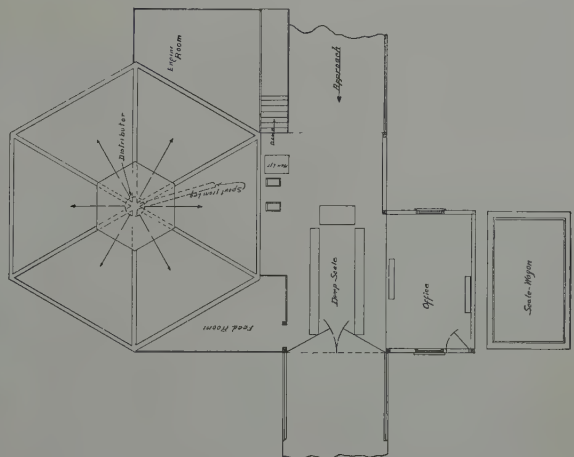
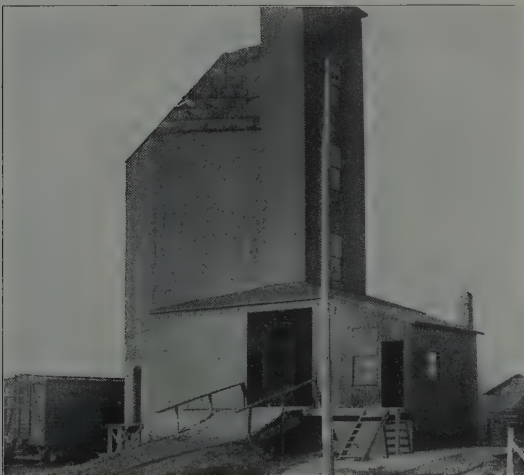
The housing enclosing the elevator leg, also encloses a man-lift which facilitates inspection of machinery above bins. Floor of the office is on a level with the driveway which is provided with dump scales. A wagon scale is also provided on opposite side of office which is used for weighing coal and hay.

A. D. Stanford, who is proprietor of the new plant, says he finds it very convenient and easy to operate.

Texas Demurrage Law Has Not Hastened Delivery

Grain Dealers Journal: The practical result of the reciprocal demurrage law in effect in this state has been generally beneficial to the shippers. The law is defective and some rulings of the railroad commission on it have further impaired its value, but in a way we are convinced that this legislation has made conditions better than would otherwise be the case.

The improvement referred to is altogether along the line of enabling shippers to secure cars more promptly than if the law was not in effect. As the law provides only for a penalty for non-furnishing of cars and a corresponding penalty for failure to unload so-called "legal demand" cars and has no reference to time required in transit, the law has had no direct effect toward expediting movement.—Brackett-Wallace Mill & Grain Co., Sherman, Tex.



Exterior View and Plan of A. D. Stanford's Hexagonal Elevator at Bardolph, Ill.

Annual Dinner of Chicago Weighing Department.

The fifth annual dinner of the Chicago Board of Trade Weighing Department was held at the Victoria Hotel, Chicago, Saturday evening, December 15th, Board of Trade Weighmaster H. A. Foss acting as toastmaster.

An orchestra of seven pieces made up of employees of the Department, furnished the music. The tables were decorated with ferns, carnations and a large set piece representing a balance, the work of scale expert J. A. Schmitz. Across one end of the room was a long table for the speakers and directors and arranged at right angles to it, were four other long tables giving a total seating capacity of approximately 150 chairs, every one of which was occupied.

After an excellent dinner had been disposed of and cigars lighted, Toastmaster Foss called upon George Metcalf, one of the Department's tallymen, who welcomed the guests of the Department in behalf of the employees and claimed in each a friend. In the course of his remarks Mr. Metcalf said:

MR. METCALF'S RESPONSE.

I am sure we all appreciate these annual dinners and believe that they are of great value to the weighing department. Especially do we appreciate the short talks given by the guests which we listen to with pleasure and interest at these gatherings.

It is at these banquets that we hear words of caution, advice and encouragement. We get new ideas and thus accumulate knowledge enabling us to work for the betterment of the grain interests. These experiences also give to us higher ideals, the result of which means better citizens. If these talks then accomplish this good they certainly must affect our business qualifications making us more accurate in the weighing of grain in this market.

Gentlemen, although I have been informed by Mr. Foss not to talk business to-night, I believe, however, that a few words regarding some of the workings of our department will not be out of place.

For instance, the weighmaster calls a business meeting three or four times a year in the call room of the board of trade and insists that so far as possible each member attend. He always reads a very important paper, after which a free and vigorous discussion takes place, giving to each of us a better knowledge of the duties required by the Chicago Board of Trade Weighing Department. At a very recent conference we were informed that more shortages had occurred during the past year than in any previous year.

Gentlemen, I assure you that we feel bad when we receive a shortage letter. But we also feel and know that it is not our fault or the fault of our system or of the weighing department. We believe that the conditions of car equipments, car famine and carelessness on the part of shippers are to a great extent to blame.

The poor weighing and loading facilities and lack of system at some points are conducive to shortages and the consequent ill-feeling which we fear exists at times. We know that conditions existing at the majority of country points regarding scales, weighing and the loading of grain into cars would not be tolerated in Chicago by Mr. Foss or by the Chicago Board of Trade Weighing Department.

It must be remembered that it is not the function of this weighing department to cooper cars or make them hold out to some set weight, but to see that the actual weight of grain received at unloading points be duly recorded. We take pride in our work and are proud to belong to the Chicago Board of Trade weighing department where merit rules and a square deal is given to all. I will say, however, that each man must attend strictly to business and make good or give up his position. While Mr. Foss is a very fair employer, he is strenuous in insisting that each deputy weighman attend to his duties, honestly, fearlessly and thoroughly, and this we try to do. We fully realize that our success and to a large extent the success of the Chicago Board of Trade and the Chicago grain market means good weights and to this end we are continually striving.

In closing Mr. Metcalf asked all to rise and sing America. The inspiring music and the waving of large silk flags presented a stirring scene, in fact, the banqueters refused to cease applauding until the orchestra had favored them with Dixie and Yankee Doodle.

Edward W. Andrews, chairman of the Weighing Committee, expressed pleasure with the privilege of meeting with the Department and gratification at the excellent work done during the year.

Vice-president John H. Jones said he had known H. A. Foss twenty-seven years and he was still proud of him as a friend, proud to know that he had so many friends and glad that the Board of Trade was able to keep him in charge of its Weighing Department.

Jay A. King, of Nevada, Iowa, said: I am honored and greatly pleased with the privilege of attending this dinner and glad of the opportunity to look into the faces of the employees of the Department, and tell you of the country shipper's hearty appreciation of your careful work. Your Department has such an excellent reputation country shippers feel certain their interests are safeguarded when the members of this Department oversee the weighing. I wish to congratulate you on the high standard of efficiency attained and to wish you continued success.

Rev. Wm. J. McCaughan told a number of very interesting stories including one about the origin of weights and the dishonest practices common among the early weighers.

Senator Clyde W. Jones spoke on the nation's problems.

Asst. Weighmaster A. E. Schuyler read letters of regret from several dealers, among which were the following:

THE INFLUENCE OF A SOCIAL DINNER.

My Dear Mr. Foss: I have your favor of 8th inst., and beg to express my appreciation of your cordial invitation to attend the annual dinner of the Chicago Board of Trade Weighing Department at Victoria Hotel on the evening of 15th inst.

The pleasant recollection of Chicago's hospitality on former occasions, and a desire to come in personal contact with the men of its Weighing Department who watch the scale beams and report the leaking cars, but for whose conscientious and faithful service the weighing department would be merely a theory, together with your kind invitation, are strong incentives to be present with you on the 15th inst., but important business matters render it impossible for me to leave Baltimore at that time.

Business, at best, is devoid of sentiment, also attended with much harshness, and it seems that in these days its pursuit requires men to show their rougher sides and selfish nature even to those they have daily intercourse with, hence anything which tends to bring business men more closely together and show their finer and social qualities, must be a benefit to each, and a means of much good as an example to others. I can think of no function of this nature that could bring those associated with your Weighing Department in closer touch than just such a dinner, and I am sure its work during the coming year will be made pleasanter by the remembrance of the occasion, and some of the roughness of business will be smoothed by a closer social acquaintance and a more friendly interest in each other.

I hope in time Baltimore will follow Chicago by its weighing department also having a dinner. Baltimore considers apology for following the example of Chicago's Weighing Department, in this or other respects, is unnecessary, because your Weighing Department is the best, and we aim at even such a high degree of excellence. If we should attain it without the direct assistance of Chicago men, it will be none the less to Chicago's credit, because there is no losing sight of the fact that the Baltimore Weighing Department owes much to the broad-minded interest and unstinted advice of the representatives of your department, therefore I have reason to believe that the spirit of friendliness, which will be so much in evidence at your dinner, will overflow the limits of your city, and that weighing departments elsewhere will be imbued with its influence and all of them appreciate the responsibility of assisting in the elevation of the standard of the grain trade of our country in this special line.

I bespeak for every one present at the dinner a most enjoyable time, and that it may be one of the means of making the coming year most pleasant and satisfactory within your department. Yours very truly, Charles England, Baltimore, Md.

PRAISE FROM IOWA.

My Dear Foss: I have always admired the work done by your department and which is the result of having good men for assistants, who are entitled to much credit for the faithful performance of their duties. The grain dealers of Iowa recognize the high standard of the work done by your department. With kindest regards and best wishes, I am, yours truly, Geo. A. Wells, Des Moines, Ia.

Tallyman A. F. Robinson, on behalf of his comrades of the Department, expressed hearty appreciation of the kind acknowledgment of their efforts to render efficient service.



J. P. Coffey's Elevator at Ellsworth, Minn. (See facing page.)

Rev. Jenkin Lloyd Jones called attention to the very attractive pamphlet laid at each place entitled, "A Christmas Sermon" by Robert Louis Stevenson and presented with the compliments of Weighmaster Foss. Mr. Jones commended the bright example of the multi-millionaire of the heart to the consideration and guiding example of all.

Judge F. L. Fake narrated interesting cases presented at the bar.

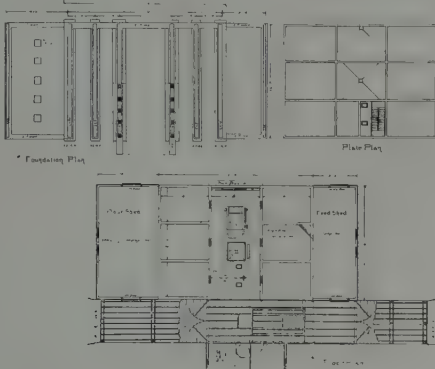
George W. Metcalf moved a rising vote of thanks to the guests and directors and assured them that the boys of the Department would do their best during the coming year in the hope that the guests would be willing to come again.

Among those in attendance were John D. Shanahan of the Dept. of Agriculture, Washington, D. C., a number of the Weighing Committee of the Board of Trade and a majority of the Directors, also Mr. Roberts, of Roberts, Moschel & Mosiman, Peoria, Ill.; J. P. Woolford, Lawton, Ill.; J. T. Collins, Garrett, Ill.; Geo. C. Dunaway, Utica, Ill.; S. W. Strong, Pontiac, Ill.; W. L. Shellabarger, Decatur, Ill., and F. E. Guffin, Paw Paw, Ill.

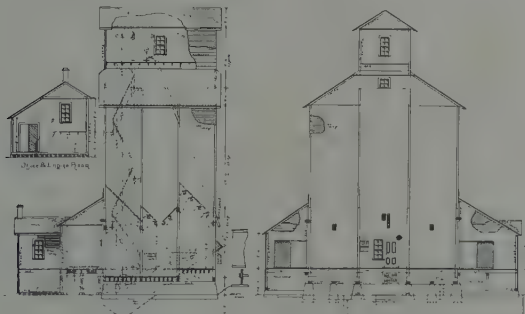
A sample of No. 1 Mixed Corn (Uniform Grades) was attached to the menu card at each place.

A Minnesota Country Elevator.

The popular plan for country elevators illustrated herewith is a very strong and a conveniently arranged elevator of moderate capacity, which has proved very satisfactory to a number of country dealers. The plant was constructed for John P. Coffey, of Luverne, at Ellsworth, Minn., by the Younglove Construction Co.



Plans of J. P. Coffey's Elevator at Ellsworth, Minn.



Office and Elevations of J. P. Coffey's Elevator. (See facing page.)

The main building is 26x35 and cribbed up forty feet to the plate. Across the driveway, which is equipped with a five-ton dump scale, is the office and the engine room which has a concrete floor and contains a 7-horse power gasoline engine, also the tank for holding water to cool engine cylinder.

The elevator has one leg equipped with 6x11 buckets. The three bins across each end are flat bottom, while those over passage-way through middle are hoppers.

In the passageway is a No. 9 Clipper Cleaner, a 60-bushel hopper scale and the stairway leading to the cupola. At each

end of the elevator is a one-story addition used for storing flour and feed. Grain can be received from cars, a spout being provided to permit grain to run from hopper beside track to elevator boot.

The distributing spout diverts grain from elevator head to any one of the nine bins or direct to gravity loading spout. The building is covered with lap siding and its foundation is unusually heavy so as to sustain the weight of any grain which it may be possible to place in it.

Scale Troubles.

[By J. A. Schmitz, Scale Expert Chicago Board of Trade Weighing Department.]

After receiving a number of complaints from a shipper who was positive that his scale was correct, I was instructed to proceed to the station at which the cars were loaded and to investigate the system of weighing and to test the scale.

I found a poorly arranged elevator equipped with worn out and leaking spouts and turn-heads. A large quantity of grain of various kinds was heaped at the bottom of the elevator leg. This grain apparently had leaked from a turn-head above and a portion of it may have been intended for some of the cars upon which shortage was claimed.

The scale was a four-ton wagon scale. A test made with 1,000 pounds of test weights showed it to be in error against the car in loading to the extent of three pounds per each one thousand pounds weighed or three bushels per each one thousand bushels.

Frequent tests made by this country grain dealer between his scale and the scale of another grain dealer nearby proved them to be nearly the same. These comparative tests were the cause for the confidence placed by the owner of the scales in their accuracy.

Both scales were gone over thoroly, the levers leveled up, the steelyard rods plumbed and the shelves and beams reset, all of which corrected the error in this scale.

A 72,000-LB. HOPPER: Not long ago I tested a 72,000-lb. hopper scale at a country shipping point which had been the source of much trouble between the shipper and the terminal market. The scale in question was located in one of the bins and was almost inaccessible. The upper part of this bin was used as a garner, while the part below the scale was used for storage. Altho the scale was of large capacity, no separate foundation had been provided and it rested upon the cribbing. The beam was situated upon the lower floor and therefore it was necessary to use even levers to connect the beam to the scale. The upper even lever was level when the scale was empty but when a load of grain was put into it, the even lever would settle $3\frac{1}{2}$ inches out of level. Moreover, the scale itself had settled $1\frac{1}{2}$ inches.

There is but one effective remedy for a condition of this kind and that is to place the scale upon an independent foundation. This was done in this case, after which the shipper reported no further trouble.

WAGON SCALE: This scale was equipped with a wagon dump, and the blocks were placed over the bearing planks of the scale to prevent the timbers of the dump sinking below the level of the scale platform. These timbers continually jarred the bearing plank by dropping on it, thereby causing it to tip at one of the corners and to move out of the recess cut for it in the timber.

This threw the bearing of the scale out of level and caused it to move off the steel point and rest on the lever casting. The error in the scale was 8 lbs. per 1,000 lbs. The fault was remedied by resetting bearing plank and putting in a new stop to check fall of timber and to prevent it from striking the bearing plank.

WAGON SCALE: This scale was badly rusted. The steel points and their bearings were worn so badly that the castings met. This made a flat bearing an inch or more wide instead of a knife bearing, which scales must have to weigh correctly. The error in this scale was 10 lbs. per 1,000 lbs. Ordered scale to shop for complete overhauling.

WAGON SCALE: The extension lever support had settled $2\frac{1}{2}$ inches, allowing the extension lever to move out of levels, which also caused the main levers to move out of level. Scale tested out to the extent of 6 lbs. per 1,000 lbs.

HOPPER SCALE: This scale showed correct when empty, but when loaded with grain the hopper rested on the spout below to the extent of 310 lbs. on each draft weighed.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Board of Trade has adopted the following new rules: When grain is inspected and objection is raised by either party, a second inspection shall immediately be made by one of the other regular inspectors. In case of disputes among members same shall be settled, when desired, by arbitration, said arbitration to be made by an arbitration committee; each party to an arbitration to select one member of the committee, and the two to select a third. Decisions shall be final. Applications for arbitration must be filed in due form with the secretary. Refusal to abide by the decision shall be punished according to article 12 of the By-Laws of the Board of Trade, providing for suspension or expulsion for violation of rules.

CALIFORNIA.

Los Angeles, Cal.—The Wylie Wilson Grain Co. was damaged by fire, Nov. 7 to the amount of \$5,000. Partly insured.

Hollister, Cal.—In San Benito county 30,000 tons of wheat, oats, hay and barley are awaiting cars for shipment. Where a daily train of 30 cars is needed until July to move the accumulation, the railroads are supplying only one or two cars per day. With hay selling at fancy prices at San Francisco the loss thru lack of transportation to market is a heavy one.

CANADA.

Kinistino, Sask.—The British American Eltr. Co. is erecting an eltr.

Winnipeg, Man.—The Dunlop, Michael Grain Co. incorporated, capital stock \$50,000.

Vonda, Sask.—The British American Eltr. Co. is operating its new eltr. which lifts the blockade here.

Winnipeg, Man.—The Consolidated Eltr. Co. has issued \$175,000 of first mortgage 5½ per cent bonds.

Winnipeg, Man.—The Anchor Eltr. & Warehousing Co. contemplates enlarging its eltr. in the near future.

Goderich, Ont.—Delay in laying tracks to the new eltr. made the house of little use at the end of the season.

Melfort, Sask.—Only one-third of the crop has been marketed, the eltrs. are full of wheat and no cars can be got.

Montreal, Que.—The new members of the harbor commission, which has control of the grain eltr., are G. W. Stephens, L. E. Geoffrion and C. C. Ballantyne.

Newdorf, Sask.—The eltr., of the Imperial Eltr. Co. of Winnipeg, being evidently too full of wheat, has spread several inches and is in danger of collapsing.

Red Deer, Alta.—The Western Eltr. Co. incorporated, capital stock \$250,000. The company will build a line of eltrs. on the north and south branches of the C. & E. Ry.

Winnipeg, Man.—A telegraf office has been placed on the trading floor of the Grain Exchange by the Canadian Northern and the G. N. W. Telegraf Companies. The equipment includes a duplex

to the floor of the Chicago Board of Trade.

Winnipeg, Man.—The trial of the three members of the Grain Exchange, J. C. Gage, J. G. McHugh and John Love, for alleged conspiracy against the Grain Growers Grain Co. has been postponed by the court because the complaint was too vague.

Port Arthur, Ont.—The first shipment of sheep from the west was received recently by the North American Live Stock Co. which is in the business of feeding sheep with the wheat screenings from the cleaning eltrs. here. Additional shipments will be made until the number of sheep on feed has been increased to 10,000.

Fort William, Ont.—Shipments from Fort William and Port Arthur from April 17 to Dec. 12 were: 44,376,337 bus. of wheat, 5,838,694 bus. of oats, 683,759 bus. of barley and 284,932 bus. of flaxseed, compared with 40,925,845 bus. of wheat, 723,412 bus. of oats, 331,262 bus. of barley and 353,795 bus. of flaxseed for the corresponding period of 1905, as reported by Inspector Gibbs.

WINNIPEG LETTER.

Didsbury, Alta.—Brackman-Ker Co. has bought out the eltr. owned by the Didsbury Eltr. Co.

The pit in the commodious new board room on the Grain Exchange is being well patronized.

The Canadian Pacific Ry. has contracted to carry 5,000,000 bus. of wheat all rail from Manitoba to tide water this winter.

Lethbridge, Alta.—The Ellison Elevator Co. has succeeded the Raymond Eltr. Co. and the Magrath Eltr. Co. Its capital is \$250,000.

Plans are being prepared by the Western Canada Flour Mills Co. for an enlargement of its eltr. capacity at their big mill in St. Boniface.

Securing the visible returns of wheat at Canadian terminals shows that Toronto last week had only 1600 bus. of wheat in store, yet grain men from that city declare that they, and not the west should have the selecting of the grain standards.

Fort William, Ont.—Work on the steel portion of the Ogilvie 500,000-bu. eltr. will continue all winter; the foundations are in and by next summer the structure will be completed. It replaces the collapsed eltr. The Macdonald Engineering Co. is working day and night shifts.

Montreal, Que.—Grain shipments by the St. Lawrence route this season eclipsed all records. From May to the end of November the figures were 27,000,000 bus., an increase of 5,000,000 over 1905. No other American seaport has come within several million bushels of equaling this.

Port Colborne, Ont.—A contract was let by the Dominion Govt. for an eltr. with a capacity of 2,000,000 bus., but the size of the bins has been reduced to 800,000 bus. and these can be enlarged if required. Larkin and Sangster will build the substructure and Lyall & Sons, the superstructure, the total contract price being \$27,000.

Secy. Fowler of the Grain Dealers Association states: "Every preparation was made by grain dealers in western Canada for increased trade but in the face of the serious problems facing the railways we were helpless. Hundreds of cars for use in the grain traffic were taken to the mines to secure a supply of coal."

A new eltr. company has been organized, capitalized at \$100,000. Those interested are A. G. Tanton of Minneapolis, mgr., Norman Morrison, treas.; H. Davis, pres., and W. G. Samuel, secy. all of Webster, N. D. They intend building a string of 50,000-bu. eltrs. along the Great Northern line in Manitoba from St. John, N. D., to Brandon and along its extensions northwest of that city.

Six per cent less of the exportable wheat was sent out this season than last although the movement began a month earlier. The actual figures of Inspector Gibbs are: From April 12 to Dec. 12, 14,092,000 bus. shipped to eastern ports 4,756,000 bus. carried in Canadian bottoms, 9,336,000 in U. S. bottoms and to U. S. ports. The largest cargo was carried by the William P. Snyder, which loaded 380,262 bus. The largest cargo carried in a Canadian bottom was 200,000 bus. by the A. D. Matthews.—C.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,150.

The annual election of the Board of Trade will be held Jan. 7.

Lemuel D. Norton, an old member of the Board of Trade, died Dec. 12.

Two petitions to close the Board of Trade Dec. 24 were denied by the directors.

The name of the Glucose Sugar Refining Co. has been changed to Corn Products Mfg. Co.

The Atlas Grain Co., which some time ago sold all of its eltrs. to the Neola Eltr. Co., has been formally dissolved.

The 90 days' limit of milling in transit privileges enforced by the Central Traffic Ass'n is being fought by the millers.

Judging from the irregular grading of corn on at least one western line the inspection dept. is still suffering from nepotism.

Burnham, Butler & Co., brokerage and commission, incorporated, capital stock \$100,000; incorporators John Burnham, Albert E. Butler and H. H. C. Miller.

The Hirst & Begley Linseed Co., of Painted Post, N. Y., which recently engaged in the oil business at Chicago, has been incorporated in Illinois with \$80,000 capital stock.

A number of option firms will discontinue their private wires with the beginning of the new year. When grain speculation revives the brokers will again lease such wires as may be needed.

J. Finley Barrell has resigned as a director of the Board of Trade. A successor also will have to be chosen at the coming annual election to John F. Harris, who resigned several months ago.

The insurance classification of grain, hay and feed barns has been changed by the Chicago Board of Fire Underwriters at the request of the Feed Dealers Ass'n, to give the better risks a lower rate.

Inasmuch as generosity should characterize the Christmas spirit the Daily Scoops, in dividing the Board of Trade, might have been more liberal by splitting the organization into ten parts instead of two.

The two amendments to the rules of the Board of Trade providing for the confiscation of the membership of members who are insolvent, and for voting by proxy, were defeated by an overwhelming majority of votes.

The retirement of memberships in the Board of Trade is provided for in an amendment to the rules soon to be offered for ballot, permitting the directors to expend any general fund not otherwise appropriated for the purchase of certificates.

A. O. Brown & Co. have engaged in the grain commission business with offices in the Railway Exchange under the management of Stewart E. Barrell and O. A. Olmsted. Chas. T. Atkinson and A. N. Barrell, now with Finley Barrell, will join the new firm.

John Hill, Jr., has recently issued a pamphlet entitled "Whom Rogues Can Not Buy They Would Destroy," in which he reprints former indorsements of his crusade against bucket-shops, and makes allegations that attempts are being made to blacken his reputation.

After considering many other locations the Corn Products Refining Co. has decided to erect its greatest plant at Chicago on the drainage canal at 63d street. Thirty-three buildings will be erected at a cost of \$5,000,000, and the total consumption of corn will be 50,000 bus. per day. Storage will be provided for 1,000,000 bus. of grain in tanks, and for 10,000 tons of gluten feed.

The Armour Grain Co., which on Apr. 20, 1904, delivered to T. E. Wells & Co. and Lamson Bros. & Co. some No. 2 corn in the Nebraska City eltr., which a few days later was posted as out of condition, is declared by a special committee of five directors of the Board of Trade to have acted in good faith. The investigation, which has been under way for a month, was made at the request of George E. Marcy, pres. of the Armour Grain Co.

John Hill, Jr., has filed a petition in the circuit court to have the license of the South Chicago Eltr. Co. revoked on allegations that the public warehouse law has been violated and that the company has been a member of the eltr. pool. The part of Mr. Hill's petition relating to the eltr. pool is the same as that filed with the state's attorney some months ago, but on which no action was taken. The suit was set for hearing Dec. 24 before Judge Windes.

Fair grain rates are denied Chicago by the Central Freight Ass'n, which is dominated by the New York Central and Pennsylvania systems. The reduction by the Clover Leaf in the rate on corn from 7 to 5 cents from St. Louis to Toledo, made the domestic rate from Kansas City and Omaha to the seaboard 18½¢ via St. Louis, compared with 20½¢ via Chicago. The eastern lines have refused to unite with the western lines to make a corresponding reduction thru Chicago.

Hiram N. Sager, manager for J. H. Dole & Co. is being urged by his many friends to accept the nomination for president of the Board of Trade, an office that calls for a great deal of hard work and self sacrifice. As chairman of the grain committee Mr. Sager has worked effectively for the best interests of the whole trade, and on this account alone is assured the cordial support of the cash grain men. But Mr. Sager also has a reputation for impartiality and straightforward business methods that guarantees even-handed justice to all interests in the

Board. Mr. Sager has been a director for three years, his term expiring in 1908, and for many years has been a member of the Board of Trade.

Applications for membership in the Board of Trade have been made by Edward C. Miller, Oliver Pittman Cooke, C. W. Spitley, Eugene R. Dibble, Robert Gordon, Maxwell Neill, Chas. Howe, Wm. F. Pillsbury, Wilbur H. Armitage, Meent R. Meents, Fred C. Orthwein and Albert O. Brown. Memberships posted for transfer are those of Albert M. Barrell, Daniel Reily, Edward Frank Brown, De Witt C. Clapp, Chas. M. Howe, Samuel P. Holmes, Lorenzo D. Kneeland and Herbert R. Ashbrook.

Louis G. Bostedo has been relegated by the appellate court to a place with the many others who have defied the rules of the Board of Trade in vain. Altho the courts have time and again declared that members must abide by the rules the offenders against the rules persist in appealing to the courts. Bostedo was expelled for alleged bucket-shopping, but alleged that prior to his expulsion he had bargained to sell this membership; and that as he had already sold his membership he could not be expelled. But another rule of the Board provides for the posting of memberships for 10 days before a sale of the certificate can be consummated, and then only if no claims are made against the parties. In the words of the court "The Board of Trade is the sole arbiter of the qualifications of its members."

George S. McReynolds, private warehouseman, was convicted, Dec. 18, of having swindled banks out of hundreds of thousands of dollars, by means of fraudulent warehouse certificates. After having given a bank the storage receipts as security McReynolds illegally removed the grain from his eltr. The testimony against McReynolds was overwhelming, revealing such a chaotic method of conducting the business of his office as perhaps no other warehousemen at Chicago ever has been guilty of. His clerk, registering the receipts, appeared to know nothing of the real purpose of such registration. The bankers whom he victimized were angered at his brazen assurance in foisting worthless certificates upon them, and all gladly testified against him. A similar fraud by the proprietor of any eltr. which is regular under the rules of the Board of Trade is impossible, since the Board has a special committee to personally inspect the bins in each eltr. to see that the grain in store approximates the quantity for which certificates are outstanding. Immediately after his conviction McReynolds was expelled from membership in the Board of Trade. Altho he has been released on bail pending arguments for a new trial, new troubles are in store for McReynolds, the prosecuting atty. contemplating his indictment on the charge of operating a confidence game, in having secured a loan of \$25,000 from the Illinois Trust and Savings Bank as late as Dec. 4, 1905.

IDAHO.

Boise, Ida.—The Western Seed & Grain Co. has engaged in business here.

Mountainhome, Ida.—L. T. Wilcox is building an office and contemplates conducting a grain and real estate business.

Lewiston, Ida.—About 1,300,000 bus. of wheat is in the warehouses between and including this city and Riparia. The blockade is caused by the inability to procure boats, which are busy carrying ma-

terial for the new line from Riparia now being laid by the Oregon Railway & Navigation Co., which, it is expected, will haul the greater part of the grain during the winter.

St. Anthony, Ida.—The St. Anthony Milling & Eltr. Co. has been incorporated and has purchased the property of the St. Anthony Roller Mills. The old plant will be enlarged and other buildings erected. The directors of the new company are: J. K. Mullen, Denver, pres.; J. A. Pierce, St. Anthony, vice-pres.; E. M. Ryan, Denver, secy.; H. E. Johnson, Denver, treas.; and Thomas Scott, St. Anthony. J. K. Mullen is also president of the Colorado Milling & Eltr. Co.

ILLINOIS.

Barnett, Ill.—Barnett Bros. are rebuilding their eltr.

Kemp, Ill.—The National Eltr. Co. will rebuild its eltr. which burned Nov. 5.

Bardolph, Ill.—H. G. Smith & Co. have succeeded Chandler & Smith, bankers.

Atwood, Ill.—The Atwood Grain & Coal Co. stockholders have voted to sell its eltr.

Palola, Ill.—The Baldwin Grain Co., of Bloomington, has leased the eltr. of B. F. Slenker.

Thomasboro, Ill.—S. Allen has succeeded Charles Ream as mgr. of T. B. Walton & Sons' eltr.

Holder, Ill.—John W. Puett has purchased J. C. McCord's eltr. Henry Stauffer will be mgr.

Mill Shoals, Ill.—The Mill Shoals Eltr. Co. has succeeded W. S. Rodman & Son.—J. B. Johnson, agt.

Decatur, Ill.—The Shellabarger Eltr. Co. is favoring its friends with a handsome morocco pocketbook.

June 11-12 is the time and Chicago the place of the next annual meeting of the Illinois Grain Dealers Ass'n.

Royal, Ill.—Coon Bros., of Rantoul, have bot Morrison & Grindley's eltr., of which J. Exton will be mgr.

Penfield, Ill.—Arnold & Wood are building an addition to their grain office for wareroom and telephone booth.

Peotone, Ill.—C. Meyer, who was formerly in the grain business at this place and Andres, is establishing a bank at Frankfurt.

Nilwood, Ill.—Henry Cooper, who was engaged in the grain business with T. P. Hughes many years ago, died recently, aged 81 years.

Kankakee, Ill.—C. H. Rumley Grain Co. incorporated, capital stock \$30,000; incorporators C. H. Rumley, A. B. Rumley and John W. Overacker.

Ohio, Ill.—The Ohio Eltr. Co. incorporated, capital stock \$6,000; incorporators, Geo. W. Remsburg, Christian D. Saltzman and Frank F. Anderson.

Leroy, Ill.—John Sarver has succeeded E. R. Ratliffe as agt. for Bartlett, Frazier & Carrington. Mr. Ratliffe is giving up business on account of failing health.

Lakewood, Ill.—One side of Moore & Co.'s eltr., gave way recently, covering the tracks with corn, 500 bus. of which were sold the rest being placed in another crib.

Monticello, Ill.—Mansfield & Co., of Niantic, Ill., have bot our remaining eltr. the other having recently been sold to the Monticello Grain Co.—The Knight Grain Co.

Sadorus, Ill.—Judson Nichols has voluntarily filed a petition in bankruptcy at Danville, claiming assets of \$61,000 and liabilities of \$50,000. He says all claims will be paid in full.

Tuscola, Ill.—John Sipp of Bourbon is interested with Mr. Powell in building an eltr., for which the railroad company has given consent; but which the city council insists shall be of steel.

Yorkville, Ill.—Jeter & Boston have just had plans completed by Fred Friedline for the complete remodeling of their plant. They will use concrete dump sinks, and concrete boot pits.

Pontiac, Ill.—Rogers Grain Co. has sold its eltr. on Wabash to the Farmers Eltr. Co., retaining its other house. This gives the farmers company two eltrs. at this station. C. L. Aygarn's eltr. is closed.

Woodland, Ill.—John W. Webster, son of John D. Webster, was found shot and unconscious in bed Dec. 19. He was in the habit of sleeping with a revolver under his pillow and it is thought he shot himself while dreaming. He will probably recover.

Ludlow, Ill.—Claudon Bros., of Meadows, have purchased Wm. Murray's eltr. of which D. H. Claudon will be mgr., D. N. Claudon continuing the management of their eltr. at Meadows. Possession will be taken Jan. 1.—M. A. Kirk, mgr., Wm. Murray's eltr.

Springfield, Ill.—A hearing on switching charges will be given here Jan. 8 by the Illinois Railroad & Warehouse Commission. The Illinois Central has denied the right of the Commission to determine what constitutes switching service, and objects to rule 23 adopted by the Commission last spring, that the maximum reasonable rate for switching loaded cars shall be 10 cents per ton, and that the charge shall not be more than \$4 per car, within a distance of three miles. The Illinois Manufacturers Ass'n will appear to defend the rule.

Chief Grain Inspector W. Scott Cowen is having a bill drawn up for introduction into the legislature to place the grain inspection in all counties of the state under the jurisdiction of the Chicago office. The inspector at East St. Louis under the new law will be a deputy and subject to dismissal by the chief of the state dept., instead of being an independent official as at present. The exact wording of the new law has not been settled. Peoria and a few other cities have grain inspectors appointed under local authority, whose work has been satisfactory to the trade as far as is possible under the uncertain rules for grading which have been in vogue. Mr. Cowen states that "No satisfaction can be had until a law is enacted which shall provide for uniform inspection and which shall concentrate responsibility in one head."

INDIANA.

Darlington, Ind.—I have bot W. B. Lynch's eltr., the only eltr. here.—Geo. M. Malsbary.

Washington, Ind.—We are suffering like every one else from car shortage.—T. B. Graham.

Niles, Albany P. O., Ind.—Burrell & Morgan, of Elkhart, will erect an eltr. and feed mill in the spring.

Decatur, Ind.—G. T. Burk, who recently bot the line of eltrs. of the Carroll Eltr. Co., has removed his family from Colfax to this place.

Marshfield, Ind.—John F. Fall, who was formerly in the grain business at Darlington, has bot thru John A. Rice the eltr. here of J. O. Finch.

Huntington, Ind.—A. A. Weber, of the firm of Silver & Weber, succeeded by Schulenberg Bros. last April, has become a member of the latter firm.

Huntington, Ind.—The Warren Eltr. Co. incorporated, capital stock \$24,000; incorporators, Charles H. Good, James F. Good and E. M. Mossburg.

Make your arrangements early to attend the annual meeting of the Indiana Grain Dealers Ass'n at the Claypool hotel, Indianapolis, Jan. 17 and 18.

Remington, Ind.—The Remington Grain Co. is operated as an independent concern at this station, tho McCray, Morrison & Co., of Kentland, are interested.

Lafayette, Ind.—I am about out of the eltr. business. I have been a faithful reader of the Grain Dealers Journal for several years, and consider it the very best.—John Ross.

Lowell, Ind.—The Keilman-Kimmet Co. incorporated, capital stock \$10,000; incorporators, Leonard Keilman, J. L. Keilman, H. L. Keilman, Albert Foster, J. A. Kimmet and W. A. Tull.

Baldwin, Ind.—The eltrs. at this place and Tillman reported bot of the United Grain Co. by Strauss Bros. were in reality bot for Nathan & Levy of Fort Wayne, for whom Strauss Bros. are bankers.

Wellsboro, Ind.—Sam Finney has completed his eltr. having a capacity of over 50,000 bus. It is a transfer and cleaning eltr., with steam power plant. The plant was operated for the first time Dec. 21.

Thurman, Chamberlin P. O., Ind.—The eltr. of Z. H. Travis, on the Wabash Ry., containing 1,000 bus. of corn, 300 bus. of wheat and a small quantity of oats, burned recently involving a loss of \$2,000, the building and grain being valued equally at about \$1,000.

Beaver City, Ind.—Lyons, Esson & Light have completed their 30,000-bus. eltr. at this place. The plant is equipped with sheller and cleaner and has steam power plant, replacing the plant destroyed by fire last August. The plant was erected by Fred Friedline.

Indianapolis, Ind.—The state railroad commission on Dec. 14 made a radical reduction in rates on all 6 classes of freight to each of the 28 stations on the Vandalia between this city and Terre Haute. The rate to Terre Haute was cut from 25 to 17 cents per 100 lbs. on one class.

Hartford City, Ind.—The Pierce Eltr. Co., of Union City, has purchased for \$30,000 the two eltrs. and flour mill, formerly owned by W. B. Cooley, from F. J. Bosler & Son, of Indianapolis. H. C. Bosler, who was mgr. of the business here, will take charge of southern interests for F. J. Bosler & Son.

Lafayette, Ind.—Purdue University has arranged with the railroads to run seed corn special trains in all parts of the state. In January a seed corn instruction and lecture train will be run over the Pennsylvania lines within the state. On the train will be Professor Geo. I. Christie and a number of speakers.

Indianapolis, Ind.—J. E. Fredericks of Kokomo, pres. of the Indiana Manufacturers & Shippers Ass'n, recently organized, called a general meeting at the Claypool hotel, this city, for Dec. 12, to perfect an organization to demand of the legislature the enactment of a law giving the rail-

road commission power to compel the railroads to furnish cars.

INDIANAPOLIS LETTER.

Monon, Ind.—E. W. Finch, who recently sold his eltr. at Veedersburg, has purchased Robt. Scott's plant and will take possession at once.

Indianapolis.—The 1,000,000-bu. transfer eltr. to be operated by the Cleveland Grain Co., is practically completed and will handle the first grain between Christmas and New Years.—H.

IOWA.

Cedar Rapids, Ia.—The Jackson Grain Co. is remodeling its eltr.

River Sioux, Ia.—The Urdike Grain Co. will erect an addition to its eltr.

Covington, Ia.—Geo. J. Engel is mgr. for the Jackson Grain Co., which is preparing for business.

Breda, Ia.—The Breda Grain Co.'s new eltr. has been completed by the Younglove Construction Co.

Beaman, Ia.—The Wells-Hord Grain Co. has purchased the lumber and coal business of Evans & Jones.

Mapleton, Ia.—The Trans-Mississippi Grain Co. has bot the eltr., grain and stock business of W. B. Spotts.

Armstrong, Ia.—The Farmers Eltr. Co. is operating its new eltr. under the management of Mr. Hubbard, of Jefferson.

Neola, Ia.—C. P. Downing, of Ute, obtained possession of the eltr. of the Neola Eltr. Co. and employed C. W. Baker as mgr.

Humboldt, Ia.—L. J. Tokheim will be mgr. for the Farmers Eltr. Co., which recently purchased the Peavey Eltr. Co.'s house.

Ft. Madison, Ia.—Krehbiel Bros. are installing a corn crusher, will erect a bin for ear corn and install a corn eltr. and dumps.

Matlock, Ia.—Edmonds & Londergan of Marcus have let the contract to the Younglove Construction Co. for a 10,000 bu. eltr. at this place.

Pierson, Ia.—The Trans-Mississippi Grain Co., of Omaha, has purchased the eltr. here of the Northern Grain Co., retaining R. J. Heaton as mgr.

Dawson, Ia.—The Neola Eltr. Co. will overhaul its eltr. in the near future. R. S. Witter, successor to L. R. Brown, has completed and is operating his new eltr.

Royal, Ia.—The Minnesota & Iowa Grain Co.'s eltr. burned recently. The fire is thought to have started from the office stove during the absence of the mgr., Mr. Finch. The company will rebuild.

Ames, Ia.—In corn judging the equipment of the State College has been materially strengthened by a new laboratory, affording unusual facilities for this work. Special classes will be held for those who come for the first time to the annual two weeks short courses in grain and stock judging, Dec. 31 to Jan. 12. Advanced classes will be held for those who have attended previous courses. Improvement of small grains will receive special attention.

Des Moines, Ia.—The Iowa Railroad Commission, in a supplemental report filed by Commissioner E. A. Dawson, recommends that all leases from railroad companies of sites for eltrs. be filed with the state commission and that a law be passed requiring sites to be leased for

common storage eltrs., if alleged combinations between eltrs. are persisted in. The Commission alleges that eltrs. are given inadequate facilities on railroad rights-of-way.

Dawson, Ia.—Grain business is rushing; about 170 wagon loads of grain were received Dec. 17. The 2 eltrs. are now blocked and unable to take in more grain until cars can be procured.—W. G. Tolle, agt., Neola Eltr. Co.

Sioux City, Ia.—A site, 150x300 ft., for the new 200,000-bu. eltr. has been bot for \$15,000 by the Sioux City Terminal Eltr. Co. The house will have connection with the Illinois Central, Northwestern, Omaha, Chicago, Milwaukee & St. Paul, Great Northern and Burlington. Plans for steel or concrete storage are now being considered by the directors, who will let the contract for construction early in the spring. When completed the house is to be leased to the J. Rosenbaum Grain Co.

Cedar Rapids, Ia.—W. A. Bryant & Sons Co., of Cedar Falls, have purchased the track buying business of J. H. Faulkner & Co., and have removed it to newly equipped offices at Cedar Falls. In some respects Cedar Falls is a better location than Cedar Rapids for this business, as stations on the Illinois Central can be reached before 9:30, which it was impossible to do from Cedar Rapids. The firm is in the market daily for grain and hay, representing firms at Chicago, Peoria, St. Louis, Memphis, Nashville, Birmingham, New Orleans and Little Rock. Bryant & Sons are well known as the operators of a line of eltrs., and have been identified with the grain trade for 30 years. Ill health has compelled J. H. Faulkner to leave this climate for the south; and in selling the bidding and commission accounts to the firm of W. A. Bryant & Sons Co. he feels that he has done well for his former customers.

KANSAS.

Bushton, Kan.—A new boiler has been installed in the Farmers Eltr.

Studley, Kan.—W. J. Madden's eltr. has been closed for the winter.

Rydal, Kan.—The Home Grain Co.'s new eltr. will soon be completed.

South Haven, Kan.—Wm. B. Hicks has succeeded the South Haven Mill & Eltr. Co.

Americus, Kan.—M. Toomey has installed McLeod Automatic Dump and Registering Scales.

Vernon, Kan.—R. A. Braik of Yates Center has built cribs here, and T. J. Bell is buying for him.

Smith Center, Kan.—The farmers in this section contemplate erecting a new eltr. the present house being too small for their accommodation.

Berwick, Kan.—A. D. Steele's eltr. is full to the roof on account of the car shortage. A large part of the contents is new corn and bad to hold.

Olathe, Kan.—J. S. M. Hunter & Sons, having overhauled and equipped the old Pettigrew Eltr. with up-to-date machinery, are ready for operation.

Straight Creek, Kan.—Hedge, Brown & Co.'s eltr. burned recently involving a loss of about \$6,000 with \$2,000 insurance. The fire started in the engine room after every one had left for the night.

Elsmore, Kan.—A building adjoining W. D. Cox & Son's 10,000-bu. eltr., almost filled with grain, caught fire recent-

ly from the exhaust of the gas engine. Very little damage was done.

Overbrook, Kan.—M. W. Cardwell's 1,000-bu. eltr. burned recently causing a loss of \$10,000 with \$4,400 insurance. The day before the fire \$1,200 worth of machinery had been placed in the building. Mr. Cardwell will rebuild.

Holyrood, Kan.—A car of wheat was tapped with a 3-in. bore and 60 bus. of wheat taken out. The hole was plugged and no sign visible, so that had we not looked into the car the next morning we would have wondered where our shortage was.—Holyrood Grain & Supply Co.

Topeka, Kan.—Of the \$3,604 collected by John W. Radford, state grain inspector, for Nov. only \$3,021 was turned into the treasury, as the remainder was paid under protest by the eltr. companies that are behind the suit now pending in the federal court to test the validity of the state grain inspection law.

Sedgwick, Kan.—Only one car was supplied for loading during November to the eltr. of G. Barkemeyer. His eltr. is full; with grain heating in the bins and no signs of relief. The Atchison, Topeka & Santa Fe has even refused to let Mr. Barkemeyer fill cars that were unloaded at this station. The situation here was bad last year, but now is worse.

Augusta, Kan.—After having been out of the grain business for eight years, I have returned to it, and find the business a great deal different from what it was 25 years ago. With our telephones we keep in touch with the farmers and know what they have and when ready to sell. Kaffir corn has come to be one of our leading crops for upland farms.—J. C. Haines, of J. C. Haines & Co.

Topeka, Kan.—In view of the determination of Chief Grain Inspector J. W. Radford, to have a new law enacted to compel the private warehousemen of Kansas City, Kan., to have their grain weighed by fee grabbing politicians, a number of eltr. men who are members of the Kansas City Board of Trade called upon Governor Hoch Dec. 14 to urge him to use his influence to prevent the enactment of the contemplated law. The eltr. proprietors maintain that accurate weights are required, that the weighing should be done by trustworthy men, and that it should be optional with the country shipper and the terminal eltr. man whether to have the weighing done by the state officials or by the weighing dept. of the Board of Trade.

KENTUCKY.

Paducah, Ky.—A large corn shelling plant will be erected in connection with the new eltr. of the N., C. & St. L. Ry.

Owensboro, Ky.—The Owensboro Grain Co. recently incorporated, is operating its new eltr. H. E. O'Bryan is secy. and treas.

Hopkinsville, Ky.—The Monarch Grain Co. incorporated, capital stock \$20,000; incorporators, W. D. Stowe, Thomas H. Harned and Dr. J. B. Jackson.

LOUISIANA.

Shreveport, La.—E. W. Hamiter and Joseph L. Busbey, who are building a steel tank grain eltr. on concrete bottoms, of 50,000 bus. capacity, have formed the Hamiter & Busbey Mill & Eltr. Co., Ltd., to be incorporated Jan. 1 with \$250,000 capital stock.

Crowley, La.—The American Rice Brokerage Co. will dissolve Jan. 1, after an existence of 2 years. The withdrawal of membership of some of the rice mills of this point is the cause of the discontinuation. J. P. Brundige, clean rice man for the company, will engage in the rice brokerage business on his own account at New Orleans.

NEW ORLEANS LETTER.

Recent receipts of new Illinois corn have showed excellent results in the matter of grading, as will be demonstrated by the figures issued by the New Orleans Board of Trade. Since December 10, 255 cars of new Illinois corn have arrived here and of this amount 172 cars graded No. 3 or better, and the remaining 83 cars graded No. 4. This is considered to be a very good percentage.

The grain movement at New Orleans, both inward and outward, has been very light within the last ten or fifteen days. Since December 10, only two grain vessels the William Cliff, for Liverpool, and the Yanariva for Glasgow, have cleared with part grain cargoes. The Cliff had 16,139 bushels of corn and the Yanariva carried 85,714 bushels of the same staple. Several vessels are in the harbor now loading cargoes and one full cargo will be made up and cleared in the next few days.

Though John C. Fears was in no wise connected with the steal, for which young Doty has been indicted, he was the man in charge of the Illinois Central Railroad Eltrs., and the blame fell upon his shoulders. Mr. Fears' removal was necessary in order that the railroad company might restore confidence in its system, and so R. C. Jordan has been named to replace him. Joseph Prudot late superintendent of the Santa Fe Eltrs. in Chicago, who will be the man directly under Mr. Jordan in the handling of the affairs of the elevators has arrived and is ready to assume charge.

The recent decision of the United States Supreme Court in the Mississippi grain rate case is generally considered to be something of a victory for the Railroad Commission of Mississippi, and also for the towns along the Alabama and Vicksburg railroad lines from Vicksburg east. The case had been vigorously fought for years by commercial bodies of Jackson and Meridian, Miss., to prevent what they called unjust discrimination in favor of Vicksburg. It is now believed that the Alabama and Vicksburg will give Jackson the advantage of the same reduced rates.—K.

MARYLAND.

Baltimore, Md.—The Chamber of Commerce will hold its annual election in January.

Baltimore, Md.—The first shipment of corn dried in the Hess Drier was made recently to Glasgow, Scotland. The shipment consisted of 34,000 bus.

Baltimore, Md.—An extra man to examine the condition of grain laden cars had been employed by the Chamber of Commerce Weighing Dept. During November 312 cars were reported out of order or leaking.

Baltimore, Md.—The A. E. Staley Mfg. Co. has been incorporated with \$3,800,000 capital stock, to manufacture starch and glucose. The plants of the Staley Mfg. Co. and the Baltimore Hominy Co. are to be acquired, and the consumption of corn is to be 10,000 bus. per day.

MICHIGAN.

Coral, Mich.—A grain eltr. will be built in the spring by the Michigan Cereal Co. of Port Huron.

Frankenmuth, Mich.—Franz Ranke and others are a committee of citizens to arrange for the building of a grain eltr.

Hemlock, Mich.—Twenty-five girls employed as bean pickers in the eltr. struck recently for an increase from 3½ to 4 cents a pound.

Romeo, Mich.—I expect to build an eltr. of from 20,000 to 25,000 bus. capacity, a bran eltr. and hay sheds 100x150 ft.—Wm. Gray, Jr.

Linden, Mich.—Lenord E. Luce, formerly with T. J. Winget & Son, has taken a position with Todd & Co. of Owosso, Mich., as mgr. of their hay transfer house at Toledo.—T. J. Winget & Son.

Sheridan, Mich.—The Sheridan Eltr. Co. has purchased the eltr. formerly owned by J. P. Conlee. The officers of the new company are: Pres., P. J. Devine of Stanton; vice-pres., Fred Pakes of Stanton; secy. and treas., C. H. Clement of Sheridan.

Owosso, Mich.—Forty girl bean pickers employed by the Barrett-Porter Co. went on strike recently because they had been cut from 3½ cents per pound for waste to 3 cents. Some of the girls have been putting too many good beans into the waste to make their pay larger. The old scale has been 3 cents, the advance having been temporary.

The reciprocal demurrage bill to be introduced into the next Michigan legislature contains a provision that railroads shall pay to shippers for cars released ahead of the free time the same penalty as charged shippers for cars detained beyond the free time. Cars must be furnished shippers within a given time, and failure to do so is punished by a penalty payable to the shipper. Failure to load cars within a given time subjects the shipper to a penalty. When cars are bunched in delivery the demurrage shall be regulated so as not to impose a hardship on the shipper. Shipper is to pay a deposit on cars ordered.

MINNEAPOLIS.

The Minnesota & Iowa Eltr. Co., which was organized in July, has succeeded the Iowa & Minnesota Cereal Co.

The Cargill Eltr. Co. bot at auction for \$38,500 Eltr. T. of the Spencer Grain Co., at the sale conducted Dec. 18 by a referee in bankruptcy and Trustee Chas. R. Fowler. The Cargill Eltr. Co., with a claim for \$15,343, was one of the heaviest creditors of the defunct concern. The price obtained is far less than the cost of the property.

The Cummings Commission Co., with private wires to nearly 50 branch offices in the northwest and Canada, suspended business Dec. 13, owing a considerable amount to country customers. A falling off in the volume of business, together with the heavy expense of telegraphic facilities, forced the suspension. A. J. Cummings states that his failure is due to systematic "knocking."

Arguments over the demurrers interposed by the grain dealers and railroad companies indicted for rebating were heard Dec. 13 and 14 by Judges Lochren and Morris. Atty. Wilson of the Omaha road alleged that the law under which the indictments were returned was not in effect after the Hepburn bill was enacted.

After the hearing Judge Lochren announced that he will give a decision soon.

F. H. Peavey & Co. is being incorporated under the laws of West Virginia to replace the present organization of the same name, as provided for in the will of the founder of the firm. The new company will have all the powers of the old corporation, including the handling of real estate. Capital stock, \$3,800,000; incorporators, G. W. Peavey, F. T. Heffelfinger, F. B. Wells, C. F. Deaver and F. L. Moffatt, all of Minneapolis.

E. A. Brown & Co. are sending customers a very useful calendar with a metal binder enabling the country shipper to hang it up securely in his office. The figures are very distinctly printed, in 3 colors, and the usual movements of the sun, moon and planets are shown. A condensed calendar is added for three years, and two pages give the Minnesota rules for grading grain. Copies of the calendar will be sent to Journal readers on request.

MINNESOTA.

Jeffers, Minn.—The Benson Grain Co. has succeeded the Peavey Eltr. Co.

Cologne, Minn.—A 12,000-bu. eltr. has been erected by the Cologne Mills Co.

Bird Island, Minn.—J. Richardson & Co. are enlarging and overhauling their eltr.

Owatonna, Minn.—F. W. Wicknow has bot L. Virtue's eltr. of which he has had charge.

Mendota, Minn.—The eltr. of J. E. Bathker & Son burned Dec. 19. Loss \$20,000.

Duluth, Minn.—About 500,000 bus. of grain have been handled this year from Canada thru the bonded bins of Great Northern Eltr. X.

Lake City, Minn.—Tennant & Hoyt will replace their plant burned Oct. 12 with a 600-barrel mill and an eltr. which will be rushed to completion.

Danube, Minn.—A blaze which started in the office of the farmers' eltr. Dec. 12, caused a loss of \$1,000, which was, however, covered by insurance.

Duluth, Minn.—In order to pay off the \$25,000 mortgage upon its building the Board of Trade has called the annual assessment of \$50 a month earlier.

Jasper, Minn.—The farmers' eltr. company has been incorporated with \$20,000 capital stock and is negotiating for a site for an eltr. on the Great Northern.

East Grand Forks, Minn.—The eltr. of the Minnesota & Northern Eltr. Co. was slightly damaged by fire, which started in the engine room on the morning of Dec. 17.

Lynd, Minn.—E. S. Moore has succeeded the New London Milling Co. and has installed a clipper and cleaner. I continue in charge of the eltr.—Geo. Moffatt, mgr., E. S. Moore.

Rothsay, Minn.—The eltr. belonging to the Rothsay Eltr. Co. and leased by the Melrose Milling Co., containing about 1,200 bus. of wheat and considerable flax, burned Dec. 18. Loss \$4,000.

The corn crop of Minnesota this year is the largest on record, 50,149,000 bus., as reported by the government, against 49,000,000 bus. last year, showing that this state is gaining as a corn grower.

St. Paul, Minn.—The state railroad commission has agreed on the reduction to be made in rates on grain, coal, lumber and live stock; but the order will not

be made public until copies are served on the railroad companies.

MISSOURI.

Fair Play, Mo.—Brashers & Hufford have succeeded Brashers & Wells.

Kansas City, Mo.—The last of the local embargoes on car exchange was canceled recently by the Santa Fe.

Canton, Mo.—The Canton Milling Co.'s eltrs. and mill burned Dec. 9. Insurance between \$15,000 and \$20,000.

Kansas City, Mo.—L. M. Miller, pres. of the Zenith Milling Co. and once a pres. of the Kansas City Board of Trade, died of heart failure Dec. 4.

Kansas City, Mo.—Work was begun Dec. 3 on the 500,000 bus. of tile tank storage the Barnett & Record Co. is building for the Burlington road.

St. Louis, Mo.—Support for the weighing bureau was the subject under discussion at a recent meeting in the directors' room of the Merchants Exchange.

St. Louis, Mo.—The regular caucus to nominate pres., directors and the committees of arbitration and appeal of the Merchants Exchange will be held Dec. 27.

St. Louis, Mo.—The rules of the St. Louis Car Service Ass'n are said to violate the law of Missouri, by limiting the 72 hours free time allowed by law to only 48 hours.

Triplet, Mo.—Rankin, Whitam & Co. will shortly have completed their second grain eltr. of 20,000 bus. capacity on their ranch near this place. The work was done by Fred Friedline.

St. Louis, Mo.—The Pendleton-Corbitt Hay & Grain Co. is composed of Jerome B. Pendleton, formerly with the Bartlett Commission Co., and C. H. Corbitt, and has offices in the Merchants Exchange bldg.—H.

St. Louis, Mo.—A vaudeville entertainment will be given the last day of the year by the Merchants Exchange. Excellent musical and theatrical talent has been engaged to entertain members and their friends.

Kansas City, Mo.—In the suit brot by his divorced wife for alimony Harry G. Reed testified that he received \$250 per month as secy. of the Midland Grain & Stock Co. bucket-shop, which indicates that "suckers" must be numerous in the southwest.

St. Louis, Mo.—In response to a petition requesting the appointment of a "Superintendent of Grain" a meeting of members of the Merchants Exchange was called for Dec. 18. The superintendent is to supervise the inspection, and work for a uniform grading, by reporting cases of poor judgment and errors made by the state officials. At the meeting the proposition was tabled.

Kansas City, Mo.—E. O. Moffatt testified before the Missouri Railroad and Warehouse Commissioners, Dec. 8, on the grading of a car he alleged contained weevil that the inspectors had failed to discover. Four inspections had been made of the car, one each by the Kansas and the Missouri Depts., one re-inspection, and one by the appeals committee. None found weevil. Three weevils were seen by Mr. Moffatt in a sample he had over night in his office. The appeals committee judged that the weevil got into Mr. Moffatt's sample after it left the car.

MONTANA.

Billings, Mont.—The Billings Milling Co. incorporated, capital stock \$50,000; incorporators, A. L. Babcock, N. M. Vilm, J. H. Fraser and J. H. Jones.

NEBRASKA.

Gretna, Neb.—The Duff Grain Co.'s new eltr. is now in operation.

Deshler, Neb.—Mr. Osborn has succeeded Bonawitz & Osborn.

Wahoo, Neb.—My new eltr. will be ready for operation by Jan. 1.—John Dolezal.

Daykin, Neb.—The Lincoln Grain Co., of Lincoln, is building an addition to its eltr.

Ragan, Neb.—The Urdike Grain Co., of Omaha, has purchased James Ternahan's eltr.

Fremont, Neb.—The Fremont Stock Yards & Land Co. has completed a 15,000-bu. eltr.

Lexington, Neb.—G. H. Birchard is erecting 2 iron clad eltrs. for the Lexington Mill & Eltr. Co.

De Witt, Neb.—G. W. Warner will take charge of his house here, having closed his eltr. at Beatrice.

Superior, Neb.—A transfer, grinding and sacking eltr. is being built by G. H. Birchard for Geo. Scoular.

Deweese, Neb.—I have sold my eltr. and coal house to H. H. Welch and will retire from business.—H. J. Roberts.

Bracken, Neb.—C. E. Ord, of Auburn, and David W. Evans, a farmer, have purchased the eltr. of the Duff Grain Co.

Plattsmouth, Neb.—For refusing eltr. privileges to a farmers grain company the Missouri Pacific Ry. has been fined \$500.

Tilden, Neb.—The Tilden Milling & Grain Co. has succeeded Corkle Bros. & Dauphin and will erect a grain warehouse and cribs.

Omaha, Neb.—The Exchange Grain Co. has taken another room for its option business, continuing its cash grain business in the old quarters.

Omaha, Neb.—Geo. B. Powell, chief grain inspector and weighmaster on Dec. 15 issued a circular to the trade, explaining his improved weighing methods.

Memphis, Neb.—Fifty per cent more corn is being sold here this month than at the corresponding period last year but owing to the scarcity of cars we can handle only about 1/2 of what is offered.—E. H. Merriman, Duff Grain Co.

Staplehurst, Neb.—J. D. Lemmon is erecting a 20,000-bu. eltr. the bins will have concrete hopper bottoms below the work floor. G. H. Birchard has the contract, and this is the second eltr. of the same style he has built for Mr. Lemmon.

Mitchell, Neb.—The Mitchell Mercantile Co.'s warehouse containing about a carload of oats and ground feed beside corn, bran and alfalfa seed, with 2 grain cars, one filled with oats for the government, burned Dec. 16. The fire started in a car.

Doniphan, Neb.—The West Grand Island Stock Co., of West Grand Island, has given the contract for the erection of a feed mill and a 20,000-bu. eltr. which will be equipped with 20-h.p. Fairbanks Hopper Scale, a steel wagon scale and 500-bu. hopper scales, to G. H. Birchard.

Omaha, Neb.—Switching and bridge charges on grain delivered to the Great Western at Omaha, South Omaha or Council Bluffs and consigned to any eltr.

on its line in Omaha will be abolished after Jan. 15, placing Omaha houses on an equality with Council Bluffs eltrs. The charge for the service has been \$2 to \$6.

Lushton, Neb.—The suit by the Nebraska-Iowa Grain Co. against Nelson & Nelson of York for damages on account of their purchase of the eltr. here of the Farmers Independent Eltr. Ass'n contrary to agreement, has been settled by the payment of \$200. The farmers had agreed to sell the house back to the company if it should be sold.

Omaha, Neb.—The Omaha Commercial Club recently adopted the following resolution: The present practice of the Car Service Ass'n in failing to give to consignors reasonable notice of the rejection of shipments refused at destination until after demurrage had started, works a great hardship on shippers. Resolved, that the members of the Commercial Club of Omaha refuse to pay charges levied on shipments when sufficient notice has not been given to shippers.

NEBRASKA LETTER.

Oconee, Neb.—Daniel Murdock is installing a gasoline engine.

Genoa, Neb.—The T. B. Hord Grain Co., of Central City, has bot E. Ostberg & Son's eltr.

Madison, Neb.—Thos. O'Shea has built a 15,000-bu. addition to his eltr. making the total capacity 40,000 bus.

Beemer, Neb.—W. T. Fried's new eltr. is equipped with a Barnard & Leas Grain Cleaner and a 15-h.p. engine.

Tekamah, Neb.—Henry Roberts is erecting eltrs. at Crofton and Fordyce, new stations on the Omaha extension north from Hartington.

St. Edward, Neb.—J. Blacketer, mgr. of the eltr. of Fonda Bros., was killed recently while applying dressing to the drive belt. He was caught in such a manner as to throw his head against a pulley, fracturing his skull.—D.

NEW JERSEY.

Delaware, N. J.—Geo. T. Prall contemplates erecting a grain storehouse 28x100 ft.

NEW ENGLAND.

Waterbury, Conn.—The Platt Mills Co.'s eltr. recently burned causing loss of about \$55,000.

Boston, Mass.—The New York Central, controlling the B. & A. R. R., has asked the Massachusetts Railroad Commission to permit the use for other purpose of the \$1,200,000 bond issue authorized for building a grain eltr. at East Boston.

Boston, Mass.—An accounting and a receiver for the A. P. Aldrich & Sons Co. is asked by two stockholders in a petition to the superior court. Complainants paid \$3,500 and \$400 respectively for shares in the concern and wish their investment returned.

NEW YORK.

South Dover, N. Y.—J. P. Ragon will make some repairs.—Geo. A. Trowbridge.

Albany, N. Y.—Durant & Elmore Co.'s eltr. and mill are reported to have burned Nov. 24 with loss of \$9,000 fully insured.

Mount Kisco, N. Y.—The Young & Halsted Co. incorporated, capital stock \$100,000; incorporators A. W. Young, W. T. Halsted and C. A. Halsted.

Buffalo, N. Y.—The Chamber of Commerce transportation committee recently adopted resolutions favoring reciprocal de-

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murrage, and declaring that terminal facilities are wholly inadequate.

New York, N. Y.—J. E. Adams, Jr., incorporated, capital stock \$50,000; incorporators S. P. White, Jr., New York City, W. S. Bradley, Greenville, N. J., and D. C. Wynkoop, Rutherford, N. J.

BUFFALO LETTER.

Grain dealers really do manage to get some shipments off and are looking for more cars before long, but they do not dare to make any promises.

Members of the eltr. pool are wondering if the American Malting Co. will not come into the pool next season. It will of course handle its own barley, but there will be some time in the spring when it could do a general business without interfering with malting.

The new Monarch Eltr. did not reach completion as soon as was planned, on account of lack of material, but it has done well since it went into operation late this fall, as it has handled 800,000 bus. of grain, mostly barley on a capacity of 500,000 bus. and has plenty of winter storage.

The revelations of the grain traffic at this port this fall are such that even the most uncompromising railroad opponent of the enlargement of the canal ought to admit that the salvation of this Chicago-Buffalo-New York grain route was dependent on canal improvement. The railroads cannot hold it alone.

Every week more firms are moving into the new part of the Chamber of Commerce building and when all is ready there will be ample quarters for the grain and milling trade of the city for a long time. The complete establishment will include a large restaurant with all modern accommodations.

It is probable that there has never been so much grain, especially wheat, in this port before as there is now. The last of the lake fleet is here and there is about 4,500,000 bus. of grain and flaxseed to elevate at once, with about 9,000,000 bus. afloat to hold on board and it is estimated that there is 11,000,000 bus. in eltr.

The Chamber of Commerce and canal men generally are getting quite anxious to see some work done on the barge canal at this end of the line and a meeting was held this week to ask it. The committee sees a canal finished at the eastern end, including the Champlain and Oswego laterals, with the main grain route still waiting.

Not much business in spring wheat will be done thru local grain dealers for the spring-wheat millers, not only here, but through the state have bought all their wheat in Duluth on a joint arrangement with a single firm, in order, as they say, to get their chance at the crop before millers in the Northwest can take the best of it.

It is odd that so much grain can be passing through here all rail when there are just as many complaints of car shortage in the West as there are here. The average of corn and oats alone is often well above 100 cars a day of through grain and yet the local shipper is getting next to no cars at all. A flour shipper complains that he got five cars in two days lately, when he wants a dozen a day.

Last week there was a local freshet up the river somewhere and the water and ice came down with such force against the steamer Sahara, that was unloading barley at the new eltr. of the American Malting Co., the steamer was driven down stream, taking the leg of the eltr. with it. The damage will be repaired as

soon as possible, for it is very essential to get the eltr. full of barley right away.

Canal-boat builders are in a stir, as it appears that there will be need of a fleet of present-size boats before the barge canal will be ready. There are now about 500 grain boats on the canal. Had there been five times as many this fall they could all have been used. A tow of six boats will carry 45,000 bus. of grain, which at a 5-cent freight, with a possibility of eight trips a season, makes a very good business, which would gross considerably more than the boats are worth so that half the maximum earning would be a good thing.

The barley interests here do not feel as though there was much future for the maltster who has no winter supply of barley in sight. Such a situation does not affect this market, for it is well supplied and will make good its claim of being the largest malting center in the world by working up 10,000,000 bus. of barley the coming season. A leading barley dealer says that it will be found that instead of 50 per cent of the barley still being in farmers' hands, as has been reported, there is not more than 20 per cent. So the malting business ought to be good, where the barley is already bot.—J. C.

NORTH DAKOTA.

Finley, N. D.—D. Gilbert Jodette is erecting an eltr.

Sykeston, N. D.—B. F. Gulden, of Heaton, will build an up-to-date eltr. the coming summer.

Souris, N. D.—Paul D. Kniss has found it necessary to build a 10,000-bu. addition to his eltr.

Pingree, N. D.—H. L. Dolge, of Ellendale, Minn., is the new mgr. for the Pingree Grain & Supply Co.

Newbury, N. D.—I have removed from Ormsby, Minn., and am now with the Hennepin Eltr. Co.—Fred Gewald.

Harvey, N. D.—C. J. Ireys' new eltr. is ready for operation. The Osborne-McMillan Eltr. Co. is erecting an eltr.

Kensal, N. D.—The five eltrs. at this station, having a capacity of 265,000 bus. are full to the top.—J. C. Ashley.

Rugby, N. D.—The Rugby Roller Mill Co. will erect several eltrs. on the new extension of the C. N. Ry. to Crosby.

Jud, (formerly Gunthorp P. O.) N. D.—The Thorpe Eltr. Co. has built an annex to its eltr.—Andrew Lundgren, mgr.

Fargo, N. D.—Professor Ladd is about to engage in the manufacture of denatured alcohol at the agricultural college distillery.

Leonard, N. D.—Grain business here is almost at a standstill; the eltrs. are full and no cars can be gotten.—L. M. McLean, mgr., Monarch Eltr. Co.

Fargo, N. D.—The Western Lumber & Grain Co., incorporated, capital stock \$100,000; incorporators James E. Phelan, Charles J. Phelan and Ruth L. Phelan.

Roth, Souris P. O., N. D.—McCabe Bros., who recently finished an eltr. of 30,000 bus. capacity, have the house filled with No. 1 hard wheat. Joseph Thompson is their buyer.

Dickey, N. D.—The farmers in this vicinity contemplate erecting a 60,000-bu eltr. A. T. Christ and others are interested.

Deering, N. D.—No cars can be procured and all the eltrs. are full. The dealers have averaged 6 cars apiece in the last 50 or 60 days.—F. I. Trotter, mgr., Farmers Eltr. Co.

Kenaston, (no P. O.) N. D.—The Kenmare Farmers Eltr. Co., of Kenmare, will build a 20,000-bu. eltr. on the Berthold-Crosby extension of the G. N. Ry.—B. A. Enochson, secy. Kenmare Farmers Eltr. Co.

Fargo, N. D.—The project to operate an eltr. at Superior, Wis., is being worked up by the Minnesota Farmers Exchange at a series of meetings at Valley City, Washington, Grand Forks, Devils Lake and Minot, with a final organization here Jan. 15-18.

Donnybrook, N. D.—C. M. Stinchcomb has moved his eltr. on the railroad right of way. The Rothsay Eltr. Co. has closed its house for the winter and the mgr., Mr. Lien will fulfill a similar position for the firm at Bowbells.—Agt., Royal Eltr. Co.

Edmore, N. D.—Frank Welke, a carpenter working on the eltr. of the Farmers Eltr. Co., fell from the scaffolding to the floor, a distance of 37 ft., striking on his feet. He received internal injuries from which, it is thought, he will recover.

Valley City, N. D.—About 50 grain buyers were present at the meeting of the independent dealers Dec. 18, representing 32 eltrs. A permanent organization was affected with the following officers: pres., A. J. Kildahl, Maza; vice pres., O. G. Major, Hope; Louis Thompson, Hatton; P. C. Moen, Flora; A. Wester, Carpio; J. H. S. Thompson, Valley City; secy. and treas., E. Beissbroth, Brinsmade. A committee of five was appointed to organize a mutual insurance company. The alleged discrimination by the railroads in furnishing cars to line companies in preference to independent dealers was discussed. The general situation, from reports, was that the wheat was moving, but slowly.

OHIO.

Toledo, O.—Fred W. Jaeger, of J. F. Zahm & Co., suffered a bereavement in the death of his mother recently at the age of 73.

Toledo, O.—The reduction in the commission rate on grain futures to $\frac{1}{8}$ per bu. was adopted Dec. 19 by the Produce Exchange.

Columbus, O.—The Interstate Commission Co., a bucket-shop having headquarters here and branches in northern Ohio cities, suspended business Dec. 18.

Toledo, O.—John D. Shanahan, government expert, visited this city Dec. 24 to give a demonstration of the moisture test for corn.

Columbus, O.—N. E. McCord, aged 80 years, and father of J. W. McCord, died Dec. 20 at Bainbridge from the infirmities of age. He leaves 3 daughters and 2 sons.

Toledo, O.—Members of the Produce Exchange on Dec. 19 unanimously requested the directors to adopt the uniform grades agreed upon by the uniform grade congress at Chicago.

Versailles, O.—The 15,000-bu eltr. of W. C. Hile has been completed by N. A. Grabill and is now full of wheat. The cribs, having a capacity of 4,000 bus., also have been filled.

Columbus, O.—The appointment of a grain inspector and sampler, which has been under consideration by the Board of Trade for some time, will be made as soon as the railroads provide facilities. Grain is to be inspected only on request, and in other cases samples will be taken.

Dealers adjacent to the Cincinnati Northern Ry. should call the attention of farmers to the corn special train to be run by the Agri. College over that line between Franklin and Bryan, O., during the holiday week. The route and stops to be made by the train were given in this column Dec. 10.

Cincinnati, O.—Two teams picked from the grain men on the Chamber of Commerce recently played a match game at bowling. The winning team was composed of A. P. and C. E. Van Leunen, Wm. Kramer and Frank Currus; while the losers were Ben Wess, Chas. Heurman, Wm. Stueve and C. A. Braun. The eight are the best players on the floor.

TOLEDO LETTER.

The Toledo Salvage Co. has installed a new fumigator at the plant on the East Side as an experiment.

Brookville, O.—The Farmers Supply Co. is conducting a prize contest in this locality for the purpose of bettering the culture of corn. Cash and other prizes are being offered for the finest corn.

The car famine seems to be as bad as ever, altho a few local grain men reported the situation as having eased up some. F. O. Paddock, of the Paddock-Hodge Co., stated that he had seen no improvement. E. L. Southworth stated that he could not see any improvement, that the concern was merely taking care of old orders, but to take new business for immediate shipment is entirely out of the question.

The receipts of wheat from the first of the month to and including Dec. 21 all graded contract, excepting a fraction over 14 per cent. A former report for the period from Nov. 1 to 24 inclusive showed a fraction over 73 per cent of the receipts to have graded contract, compared with a fraction over 85 per cent of the receipts for the same period this month. Of oats two-thirds of the total receipts for the month thus far has graded contract, the condition of this grain remaining about the same as a month ago.—H. D.

OKLAHOMA

Oklahoma City, Okla.—The Capital Grain & Eltr. Co. has awarded the contract for the construction of a 100,000-bu. terminal eltr. to J. A. Horn.

El Reno, Okla.—The El Reno Mill & Eltr. Co. has sold eltrs. to the following firms: The Dizney Grain Co. at Billings, Randels & Grubb at Fairmont and Wirt & Lyons at Douglas.

As long as the citizens of Oklahoma are already large patrons of mutual companies, they can at the making of the new laws have introduced a good law for the organization of good mutual insurance companies in Oklahoma, and for the admission of other mutual companies. However, they will find the stock insurance companies' lobby in advising with the law makers of the new laws have not provided for good mutual insurance and will use every argument against any such law. It is therefore up to the citizens of Oklahoma to act at this time and bring enough pressure to bear to have such laws enacted.

Enid, Okla.—Governor Frantz and Atty. Gen. Cromwell held a conference with the railroad officials at Kansas City recently and obtained a promise from the roads that hereafter the Kansas scale of rates on grain, grain products and merchandise, and the Arkansas rates on coal shall be applied to Oklahoma points. The

Kansas scale will reduce the present Oklahoma rates 1 cent a hundred on grain and give reduced rates on merchandises rates on coal will materially reduce the existing rates on that commodity. The state officials were aided by the pressure of suits brot against the roads here by shippers to recover freight charges in excess of the Kansas rates on grain.

PENNSYLVANIA.

Pittsburg, Pa.—The eltr. of D. G. Stewart & Geidel was recently slightly damaged by fire.

Meadville, Pa.—The R. H. Sherman Milling Co. of Saegerstown will erect a large grain storage building and feed mill on the Erie Ry.

Philadelphia, Pa.—The grain committee of the Commercial Exchange has requested an early reply to its suggestion that the Pennsylvania Railroad Co. equip its export eltrs. with driers. The two barges and floating eltr. which the company some time ago agreed to furnish have not been put into service.

PHILADELPHIA LETTER.

The Commercial Exchange has decided not to have an annual banquet during the present year.

Several large cargoes of grain running into the hundreds of thousands of bushels are expected from Buffalo by exporters here for prompt shipment abroad within a few days.

The Baltimore & Ohio Railroad Co. has decided to make a number of expensive and modern improvements at the terminal here, which news is being hailed with delight by all the grain men.

Very little is being said about candidates for pres., vice pres., treas. and directors of the Commercial Exchange, the election of which is on the last Tuesday in January. Pres. King and Treas. Woolman seem to have no opposition for reelection if they consent to become candidates, and Vice Pres. Koch will probably retire in favor of Edmund E. Delp, who came within an ace of winning a year ago.—S. E.

SOUTH DAKOTA.

Iroquois, S. D.—C. P. Swift is now grain buyer for the Western Eltr. Co.

Labolt, S. D.—The Farmers Grain & Live Stock Co. are trying to secure a site for an eltr.

Menno, S. D.—J. J. Decker is building a fine residence with all modern improvements and conveniences.—A. O.

Salem, S. D.—The new eltr. of the Peavey Eltr. Co., built to replace the one burned Oct. 13, was opened for business Dec. 8.

Mount Vernon, S. D.—J. R. Thorn-dyke, formerly with the Mount Vernon Mill & Eltr. Co., will act as grain buyer at the farmers' eltr.

Sioux Falls, S. D.—The state board of railroad commissioners held a hearing here Dec. 13 preliminary to a new schedule of reduced freight rates.

South Dakota is making great strides in corn production, the crop this year as reported by the Dept. of Agri. being 62,812,000 bus., against 51,614,000 bus. a year ago.

Summit, S. D.—O. P. J. Engstrom, agt., Miller Eltr. Co., having been elected state representative, will give up his position Jan. 1.—Anton J. Ydstrup, agt., Bagley Eltr. Co.

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CHICAGO, ILLINOIS

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White Rock, S. D.—I was in the employ of the National Eltr. Co. at Tyler, N. D., for five years. When it sold its eltr. at that place to the farmers, it sent me to White Rock, S. D.—A. E. Johnson.

Mitchell, S. D.—The Corn Growers Ass'n was permanently organized here Dec. 20 at a meeting of 400 farmers, who voted to ask the legislature to appropriate each year \$1,200 to pay the expenses of the annual meetings and for premiums for the corn exhibit. A. E. Chamberlain was elected pres. and H. C. Warner of Forestburg, secy.

SOUTHEAST.

Jacksonville, Fla.—An inspector has been appointed by the Board of Trade to grade grain and hay.

Petersburg, Va.—The Cockade City Mills Branch of the Virginia Consolidated Milling Co. has succeeded the Upper Appomattox Co.

Norfolk, Va.—In reference to the demurrage rule would say that in the method of shipping from this market the forwarding lines are not called upon to furnish cars. The same car in which the grain arrives usually being used for forwarding. In regard to grain being forwarded at a greater average distance per day, shippers tell us they do not see any difference in this respect than what it was formerly.—J. W. Leigh & Co.

TENNESSEE.

Nashville, Tenn.—O. L. Jones and son, J. A. Jones, of Hickman County, are negotiating for the purchase of ground on which to erect a large flour mill and grain eltr.

Memphis, Tenn.—T. B. Jones & Co. have completed their 100,000-bu eltr. and now have the best equipped grain handling plant in the south. In addition to this bulk storage they have ample warehouse facilities for sacked grain, hay and like merchandise.

Memphis, Tenn.—Patterson & Niswonger leased the Choctaw eltr. and changed its name to Union Eltr. The plant was formerly operated by the Choctaw Eltr. Co., of which George W. Brooks is the principal stockholder. Patterson & Niswonger still continue to operate the Merchants Warehouse & Eltr.

Memphis, Tenn.—Davis & Andrews Co. has completed the rebuilding of the 40,000-bu. eltr. and will have its new mill in operation by Jan. 10. The mill has a capacity of 1,800 bbls. per day. The eltr. is separate from the mill and is equipped with large receiving sink, stand of eltrs. having 22x7 in. buckets, Fairbanks Hopper Scale of 100,000 lbs. capacity, 2 New England Automatic Bagging Scales, 1 stand of double, 9x30 rolls for making chops, a small eltr. and cleaning machinery. The house is of frame, iron-clad construction, and was erected by Fred Friedline.

TEXAS.

Del Rio, Tex.—Gus Dietert will build a grain eltr., feed mill and transfer house.

Galveston, Tex.—An embargo has been placed on grain for this port by all lines, 2,000 cars being on track.

Bonham, Tex.—The grain warehouse of Rosenbaum Bros., containing a large supply of grain and hay, burned Nov. 29.

Austin, Tex.—The State Railroad Commission on Dec. 18 gave a hearing on the

proposed increase in penalties for under-billing and misdescribing shipments.

Texas bucket-shops are expected to close under the decision by the Texas Supreme Court recently that all dealing in futures is gambling and subject to the penal code.

El Paso, Tex.—The El Paso Grain Co. has been incorporated with \$6,000 capital stock. Incorporators: J. E. Ervine and J. E. Bishop of Houston and J. W. Beckwith of El Paso.

Texas grain dealers will be pleased to learn that the occupation tax has been declared unconstitutional by the courts of one state, Georgia. The occupation tax passed under the general tax act of 1902 was declared void Dec. 15 by the state supreme court, relieving those subject to the tax from the payment of \$150,000 annually.

College Station, Tex.—The operation of the pure feed law in 1905 and 1906 is discussed in a pamphlet being printed by Vice Director J. W. Carson and State Chemist G. S. Fraps. The bulletin, No. 90, contains a summary of the law, effective July 14, 1905, a description of the more important concentrated feeds on the market, and reports in detail of 1,626 analyses. The bulletin is sent free on application to the director of the state experiment station, College Station.

WASHINGTON.

Davenport, Wash.—None of the grain warehouses here received a single car for the shipment of wheat for a whole month.

Wilbur, Wash.—Frank Kunz, mgr. of the Farmers Grain & Supply Co., recently had his right hand badly crushed in the cog wheels of the gasoline engine at the eltr.

Pullman, Wash.—Arrangements are being made for a very large attendance at the wheat convention to be held in January at the Washington State College. The problem of handling grain in bulk will be one of the topics discussed.

Spokane, Wash.—The Eastern Washington Grain & Fuel Co. has increased its capital stock from \$25,000 to \$100,000. Officers of the company: Pres., R. E. Cavette; vice-pres., R. S. Butterfield; mgr., H. S. Dorman; secy. and treas., E. F. Huber.

Tacoma, Wash.—Work on the erection of a large grain eltr. and storehouse for the Pacific Brewing & Malting Co. has been begun by the Contracting-Engineering Co. The structure will be 30x50 ft., 46 ft. high, and have a storage capacity of about 16,000 tons. It will be used mostly for storing barley.

Olympia, Wash.—Referring to Section 3 of the laws of 1897, that "Not less than ten tons shall be required to make up a carload lot, as that term is used in this act; provided, that not less than nine tons of hay or wool shall be required to make a carload," the atty. gen. has recently given an opinion that the law of 1905, creating the railroad commission, does not repeal by implication this section, and consequently this section of the laws of 1897 is still in full force and effect.

Olympia, Wash.—In his annual report State Grain Inspector J. W. Arrasmith states that the total number of carloads of wheat inspected at the three points having state inspection during the year prior to Aug. 31 was 29,902, or approximately 31,858,360 bus. The total number of carloads of oats inspected was 2,768, or approximately 4,035,010 bus.; the total number of carloads of barley inspected was

2,360, or approximately 2,901,133 bus.; the total number of carloads of corn inspected was 365, or about 365,000 bus.; the total number of carloads of rye inspected was 23, or about 23,000 bus., and the total number of carloads of all kinds of grain inspected were 35,418, and the total number of bus. approximately 39,182,503. The balance of the grain inspection fund on September 1, 1904, was \$4,626. The year's earnings, beginning September 1, 1904, and ending August 1, 1905, were 9,213. The expenditures for the same period were \$11,290.10, leaving a balance on August 31, 1905, of \$2,349.62. The earnings for the year ending August 31, 1906, were \$17,716, and the expenditures for the same period were \$16,209.12, leaving a balance on hand August 31, 1906, of \$4,056.

WASHINGTON LETTER.

Seattle, Wash.—This market is bare of grain and almost any price can be obtained for fresh arrivals, as the demand is very urgent. The situation will remain unchanged until the car situation is changed.

Attorneys representing the various mills and lumber manufacturers are drawing up complaints which will be filed in the federal court, state courts, state railroad commission and interstate commerce commission for the purpose of securing a receiver for the N. P. and G. N. railroads. Both companies have repeatedly violated the interstate commerce laws and that will be one of the complaints to base the action for a receiver.

Seattle, Wash.—At least 75 per cent of this year's crop is still in Eastern Washington, stored in warehouses or lying on the ground covered with tarpaulins waiting for cars. Four big east side flouring mills owned by Seattle companies are shut down on account of their warehouses being full and cars cannot be obtained to move it to tidewater terminals. At least one-half of the wheat crop should be in ships en route to Europe and the Orient.

Walla Walla, Wash.—Judge Thomas H. Brents of the Superior Court decided Dec. 4 that the state railroad commission had exceeded its powers in ordering rates changed thruout the state, where a complaint has not been made as required by the law governing the commission. In his decision Judge Brents made this observation: "I believe in doing as fairly by a railroad as anybody else; altho I am inclined to believe that the railroads need more curbing than the law provides for, it will be a good thing to know it now, as the session of the legislature is coming near."—H. K.

WISCONSIN.

Milwaukee, Wis.—Edward C. Wall was recently married to Miss Martha Ahrendt.

Wausau, Wis.—The wife of H. E. McEachron, a well-known miller, died recently, aged 45 years.

Cassville, Wis.—We have no eltrs. here. The two grain companies, Klindt, Geiger & Co. and Hermann Grimm, store their grain in warehouses.—H. Grimm.

Milwaukee, Wis.—Herman Nunne-macher died Dec. 14 of heart failure. He was a member of the Chamber of Commerce and well known to the grain trade.

Wrightstown, Wis.—Peter Van Stralen, a member of the village board, is working to have another dealer buy grain here, and proposes to compel the railroad company to grant a site for an eltr. on its right-of-way.

Superior, Wis.—Strenuous efforts are being made by special officers of the railroad companies to stop the practice of sweeping grain from cars and several arrests have recently been made.

Milwaukee, Wis.—The N. M. Kent Co. has been incorporated with \$25,000 capital stock to do a general commission business in grain, stocks and bonds. Incorporators: Newton M. Kent, Edward P. Gray and Edwin D. Otis.

Madison, Wis.—The state railroad commission will soon decide whether roads must handle cars over their terminals for other lines on a switching charge instead of for the distance tariff. The Milwaukee road has refused to perform the service at Janesville except on the distance tariff, for which the charge is higher.

Crop Reports

Winnipeg, Man.—The wheat situation in Manitoba and the Northwest Territories Dec. 15 was: Estimated yield Oct 15, 86,354,000 bus., inspected up to date 32,490,000 bus., in store at country points 19,500,000 bus., in transit (not inspected) 980,000 bus., shipped by G. N. Ry. 300,000 bus., marketed at Winnipeg 150,000 bus., total marketed 53,420,000 bus.; allow for country mills 9,000,000 bus.; allow for seed 9,000,000 bus., making a total balance to market of 14,834,000 bus., compared with 51,130,200 marketed last year at same date as reported by Frank O. Fowler, secy., Northwest Grain Dealers Ass'n.

Crocker, Ia.—The corn crop is the largest in the history of central Iowa. Grain is moving very slowly. Farmers are not marketing more than 50 per cent of the usual amount at this season.—J. J. Sketoe, agt., B. A. Lockwood Grain Co.

Dawson, Ia.—Corn was of good yield and quality and is selling at fair price. The greater part of the oat crop has been marketed. The yield was fair and the quality good and heavy testing as high as 34 lbs. to the bu.—W. G. Tolle, agt., Neola Eltr. Co.

Washington, Ind.—Corn in this section of the country was only about 65 per cent of an average crop and the greater part has been sold leaving farmers about enough for their own consumption. No hay; it is being shipped in from St. Louis. Wheat looks well so far.—H. A. Calvert.

Hoxie, Kan.—The acreage of winter wheat is the largest ever sown in Sheridan County and its condition could not be better.—Ag't., Morrison Grain Co.

Lansing, Mich.—The condition of wheat compared with an average is 88 per cent. Wheat made a fair growth during the fall, but owing to extreme drouth much of the sowing was late, consequently the greater portion of the acreage, while in a healthy condition, goes into the winter with very small top. Very few correspondents make any remarks regarding wheat, which indicates a marked decrease in the acreage sown. The damage by hessian fly is trifling. The condition of rye is 89 per cent.—Geo. A. Prescott, Secy. of State.

Lynd, Minn.—Crops are fine.—Geo. Mofat, mgr., E. S. Moore.

Vesta, Minn.—A good share of the wheat in this neighborhood is in the N. G. class; still a little threshing to be done; average wheat yield about 6 to 8 bus.—Ag't., Bingham Bros.

Taylor, Mo.—The wheat crop never looked better. The acreage is perhaps 20 per cent larger than usual.—D. O. Morris.

Allen, Neb.—All crops here are good.—Chas. Lovell, agt., Atlas Eltr. Co.

Toledo, O.—The condition of the growing wheat crop was never better in the history of this section.—D.

Wheatland, Okla.—Wheat is in fine condition with sufficient moisture. Corn is about all gathered. Some farmers are plowing for oats.—Will Drabek, mgr., Smith Grain & Eltr. Co.

Summit, S. D.—Grain in this territory is very damp. Much of the threshing has been done in the rain and snow.—Anton J. Ydstrop, agt., Bagley Eltr. Co.

Seeds

The Salzer Seed Co., of La Crosse, Wis., recently suffered a small loss by fire.

H. W. Walker has bot the interest of A. V. Fawcett in the Fawcett Implement & Seed Co., of Tacoma, Wash.

Mt. Sterling, Ky.—The Montgomery Blue Grass Seed Co. has arranged for the erection of a fireproof plant.

India exported during the fiscal year, 1905-6, 5,789,000 cwt. flaxseed, and 1,299,000 cwt. castor seed; against 11,182,000 cwt. flaxseed and 1,401,000 cwt. castor seed exported during the fiscal year of 1904-5, as reported by Consul General W. H. Michael of Calcutta.

New York imported during the week ending Dec. 22, 2,298 bags of clover seed, against 1,767 bags for the preceding week. Exports for the same week were 4,861 bags compared with 2,050 bags the preceding week and 3,604 bags for the corresponding week a year ago.

Toledo received during the week ending Dec. 22, 870 bags of clover seed and shipped 247 bags, against 1,625 bags received and 480 shipped for the corresponding week of last year. Receipts for the season prior to Dec. 22 have been 25,576 bags and the shipments 5,678 bags; compared with receipts of 58,334 bags and shipments of 9,099 bags for the corresponding period of last year.

Imports of clover seed from abroad will be the leading feature for the next few weeks. Considerable should arrive. Most of the purchases were for November and December shipment from that side, although some of the earlier purchases were for prompt shipment. Some foreign seed is arriving here. Quality is mixed, some good and some poor, but free of dodder and trefoil. Importer here has sold futures against his purchases, hence the seed does not come on the market.—C. A. King & Co.

Chicago received during the week ending Dec. 22, 710,723 lbs. of timothy seed, 84,145 lbs. of clover seed, 90,620 lbs. of other grass seeds, and 160,100 bus. of flaxseed; compared with 24,850 lbs. of timothy seed, 10,305 lbs. of clover seed, 39,810 lbs. of other grass seeds and 24,724 bus. of flaxseed, for the corresponding week of last year. Shipments for the week have been 298,379 lbs. of timothy seed, 50,008 lbs. of clover seed, 225,046 lbs. of other grass seeds, and 1,953 bus. of flaxseed; compared with 217,713 lbs. of timothy seed, 48,333 lbs. of clover seed, 468,734 lbs. of other grass seeds, and no flaxseed during the corresponding week of last year.

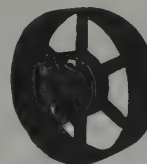
TOLEDO SEED LETTER.

The clover seed market has receded some from the highest point of the season, the slump being attributed to the recent increase in receipts. It is presumed that this increase is from clover seed that may have been received from abroad.

While the usual holiday dullness is now on, the indications are for greater activity next month. As a further indication that the daily receipts have taken a good-sized jump since the first of the month, it might be mentioned that the average receipts of clover seed during November was only 15 bags a day.

The daily receipts since the first of the month have varied all the way from 11

bags a day to as high as 600 bags. It looks rather peculiar to some of the local traders that the receipts for one day should total 315 bags, as was the case on the 7th, while the following day showed only 11 bags as having been received. On the 10th, only 30 bags were received, when the receipts for the 11th jumped to a total of 400 bags, 430 bags for the 12th, 600 for the 13th, then dropping to only 75 bags on the 14th, 25 bags on the 15th, then again jumping to 300 bags on the 17th, 265 on the 18th, 275 on the 19th, then dropping to the low receipts of 15 bags on the 20th, the same on the 21st and nothing on the 22d. Whether these increases in receipts are due to imports from abroad or otherwise, they need not change the situation as the total receipts for the season were woefully behind a year ago.—H. D.



The Minster Machine Company, Minster, Ohio

Mfgs. of the Minster Friction Clutch Pulley, Friction Cut Off Couplings, Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc. can be attached. Catalog and prices on application.

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I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

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15,000-Bushel Cribbed Elevator.

Illustrated herewith are the plans of a 15,000-bu. cribbed elevator being erected at Okemah, Ind. Ter., for the Okemah Mill & Elevator Co. by P. H. Pelkey.

It is a cribbed house, 2x6 inch cribbing being used up 15 feet and 2x4s balance of the way. The foundation and boot pit are all concrete. The dump sink is very large and hopped to boot so that it will be self-cleaning.

This house is equipped with a 16-horse-power gasoline engine, a four-ton wagon scale, 500-bu. hopper scale, a 300-bu. corn sheller and a corn cleaner. One stand of elevators with 7x14 inch cups and one stand with 6x10 inch cups. A chain drag conveys ear corn from the car dump to the sheller.

All bins are hopped so as to empty direct to boots. The arrangement of the house is so convenient that friction clutches, bin gates, turn heads and hopper scales can be operated from the working floor.

The entire plant is covered with lap siding and painted with three coats of special elevator paint.

The engine room adjoining the main building has a concrete floor, in fact, all ground under elevator is completely covered with 6 inches of concrete in order to keep out rodents.

Why Virginia Demurrage Law is a Failure.

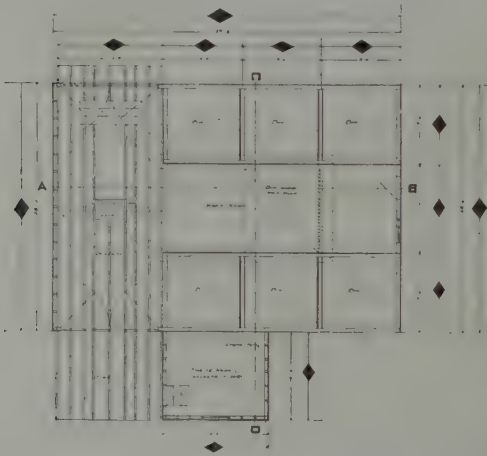
Grain Dealers Journal: The reciprocal demurrage law has not been of any benefit whatever to us thus far, and we can't see that we have received our grain any more promptly than before these rules went into effect.

The average distance per day for freight to be hauled in this state is 50 miles, tho there are so many ways for the R. R. Co. to get around these rules, and then they simply refuse to give you any information in regard to where cars are at, when you ask to have them traced. It is simply impossible to hold them up to this rule.

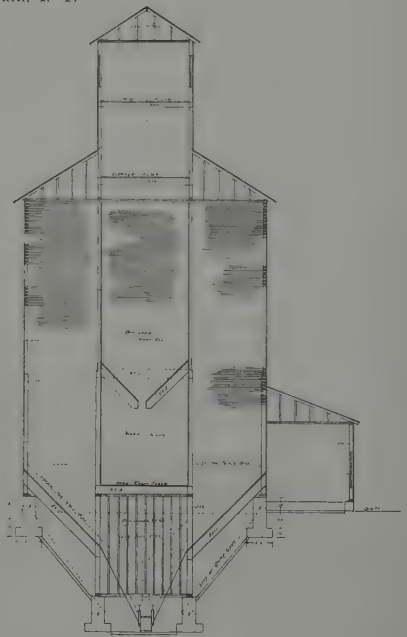
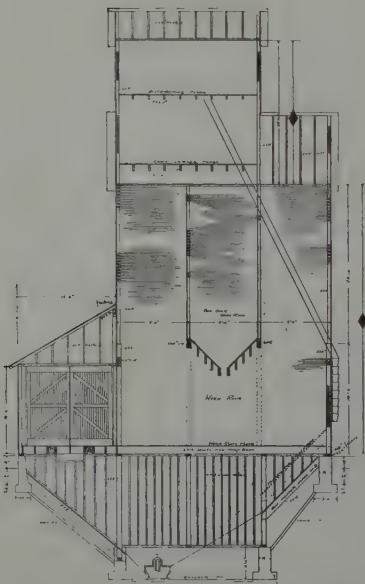
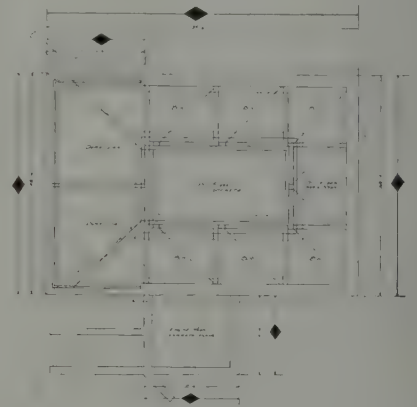
As to the R. R. Cos. paying demurrage on grain, which has been ordered placed on private side track for unloading, we have never as yet been able to collect any demurrage from them for delaying the placing of these cars, even tho some of them have been delayed as long as 15 to 20 days.

In some cases after the car has arrived, freight charges paid, and Bs/L having been surrendered they would not deliver them for a long time.

The rule of collecting demurrage gives the R. R. Co. all the advantage, as they demand the amount paid before they deliver shipment of freight to you, on the other hand the merchant puts in a claim for his demurrage and it is simply delayed from week to week and month to month by the claim department, and in fact we have our first dollar to collect as yet.—Cockade City Mills Branch, Petersburg, Va.



Plans of 15,000 bus. Elevator at Okemah, I. T.



Elevations of 15,000 bus. Elevator at Okemah, I. T.

Durum Wheat.

In his annual report, just issued, Secy. Wilson of the Dept. of Agri., says: In the field work on durum wheat all efforts are now being concentrated on its improvement, particularly in the development first of pure types. Much help is being given in the investigations of this wheat by the experiment stations, particularly those of North Dakota, South Dakota and Colorado. It is so well demonstrated that the Kubanka variety is the best, considering all qualities, for the northern districts that farmers everywhere throughout the north are urged to sow only this type.

A number of experiments, including baking tests, all of which have been published, have proved conclusively that it is equal to the best No. 1 hard spring wheat for making bread.

The results in the sale of this wheat during the last season and so far this season have been favorable far beyond expectation. Last year about 10,000,000 bus. were exported to foreign countries and the price on an export basis at New York City and on Canadian border was at several times equal to that of the hard spring wheat. Probably at least 20,000,000 bus. were produced in 1905, which, after making ample allowance for seed, leaves several million bu. that must have been used for bread in this country. A good portion of this was used in Minneapolis.

For the crop this year a safe estimate would be about 50,000,000 bus., or, approximately, one-twelfth of the usual wheat crop of this country. From the daily and weekly reports received from the markets, it appears that about 12,000,000 bus. of this crop have so far been sold for export.

This season, at New York City, durum wheat is so far selling uniformly at 5 or 6c less than the same grade of Manitoba hard. The increasing export demand from dealers who know how to judge this class of wheat ought to be strong evidence of its value to American manufacturers and it is hoped that in the future our home consumption will increase much more rapidly.

Flaxseed transactions in the Duluth market are running over 1,000,000 bus. daily.

Resolution—Resolve to perform what you ought; perform without fail what you resolve.—Benjamin Franklin.

The finance minister of Spain has declared that in theory he is in favor of temporary admission of grain.

New South Wales' wheat acreage is reported to be 43,000 acres greater than last year, or 2,296,000 acres, by the official statistician.

All bleached flours will be barred from North Dakota after Jan. 1 states Pure Food Commissioner Ladd, unless the flour is so branded.

Corn that has been well dried out by May 1, with a wet June following, will increase in weight, even in a well covered crib.—Wallace's Farmer.

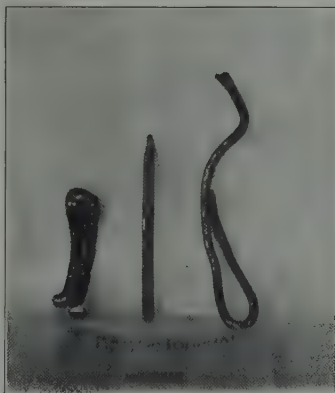
The Pillsbury-Washburn Flouring Mills Co. is said to have set its 1,000-bbl. mill at Anoka, Minn., to grinding exclusively macaroni wheat.

Dry farming in Colorado is being adopted with remarkable success. Not a particle of water was applied to 57 acres which Chas. Smith of Windsor, Colo., seeded to wheat, yet the yield this fall was 56 bus. per acre of red Turkey winter wheat.

Toothsome Morsels for Corn Shellers.

Farmers in the past have been so very thoughtful of the finicky appetite of the average corn sheller that many have provided at their own expense hatchets, king bolts, hammers, horse shoes and other scrap iron for which they had no especial use, and have willingly hauled these articles to town and disposed of them at the price of corn.

It would seem economy for every grain dealer to keep men stationed beside feed



Iron Which Passed Thru Corn Sheller at Star City, Ind.

going to sheller not only for the purpose of throwing out rotten and blue-eyed corn, but also for the purpose of extracting iron articles which not only interfere with the digestion of the sheller but often deprive it of teeth.

Illustrated herewith are three pieces of iron which went through a sheller at Star City, Indiana, without much damage to themselves but, My! How the sparks did fly! And the insurance man who was standing nearby immediately turned in a 4-11 alarm. He has not since approached a corn sheller without finding it necessary to restrain his involuntary desire to yell "Fire!"

Keep pieces of iron, wood, and rocks out of the feed supplied your corn sheller. Bear in mind it is partial to well dried ear corn—that is its special delight.

3 lbs. of Short Ribs.

The wife of a popular hotel keeper in central Illinois conceived the brilliant idea that short ribs would look well on a bill of fare. She heard her husband speak of a place down the street where a choice quality was kept. With market basket on her arm she sallied forth and entering the place asked for three pounds of short ribs.

For a few seconds nothing could be heard but the click of the sander. Then the "traders in futures" smiled out loud and the bucket shop opened for business.

Rice imports into Brazil have decreased from 100,000 tons in 1902 to 58,000 tons in 1905 on account of the increase in the duty and the extending culture of rice.

The new Canadian customs tariff as introduced in the Dominion parliament Nov. 29 by the minister of finance provides for increases in the duties on beans from 15c to 25c; on peas from 10c to 15c; on buckwheat from 10c to 15c; on barley from 30% to 15c per bu., and oatmeal from 20% to 60c per 100 lbs.

Fumigate your Elevators and Mills with

FUMA

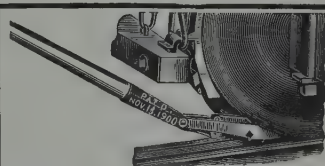
The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR.

Manufacturing Chemist Penn Yan, N.Y.



THE ATLAS CAR-MOVER

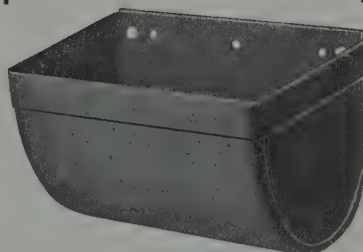
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The Appleton Car-Mover Co.

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Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

The Banner



Elevator Bucket

The only Bucket made from one self-same piece of sheet steel, with double reinforced top.



It is the best, most durable, greatest capacity and cheapest.

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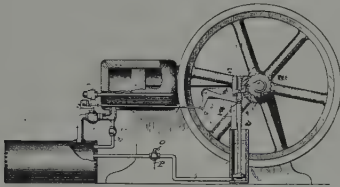
Agents Wanted :: Hamler, Ohio

Separator. No. 837,705. (See cut.)
Orville M. Morse, Jackson, Mich. The separator comprises a casing provided with a tangential inlet, an axial outlet pipe extending into the casing, an air propelling device connected with the outlet pipe to draw air thru the casing in whirl from the inlet to the outlet pipe, there being provided in the casing, peripherally without the path of air whirl, an area for the reception of material centrifugally expelled from the air current, and there being also provided, surrounding the outlet pipe, a rarefied air area opening to the whirl area axially of the latter. The material is trapped out of the rarefied air chamber without permitting the introduction of air, thru flexible tubes suspended from the material outlets.

Gasoline Engine Starter.

Turning the flywheel of a gasoline engine to give it a start is a matter of physical strength and some danger to the operator with engines of large size. To make starting easy the invention shown in the engraving herewith provides an accumulation of power to be directed on the flywheel when it is desired to start.

A part of the high pressure gases generated by the explosion is conducted from the cylinder thru a pipe having a check valve into a storage cylinder. When the engine is to be started this pressure is returned into the cylinder thru another pipe having a governor and forces the piston out, thus turning the flywheel. Should the crank happen to be at the dead center, where the piston could have no effect in turning the wheel, a start is



Gasoline Engine Starter.

assured by a rack and pinion on the engine shaft, the rack being forced up by a piston in a cylinder also receiving pressure gases from the storage cylinder.

The admission of gases into the engine cylinder is timed with reference to the push of the rack by a bell crank and connecting rod to the governor. To start, the operator turns the compound valve, O, to permit the pressure to pass into the foot of the vertical cylinder; the remaining movements are automatic. After the engine has been started the operator again turns valve, O, to permit the pressure in the vertical cylinder to flow out at P into the open air, letting the piston sink, in readiness for another starting.

For this invention letters patent No. 837,952 have been granted to Francis L. Orr.

As an example of how little corn has found its way into Illinois elevators this year Geo. A. Wegener reports one station where less than 8,000 bus. have been received, in comparison with 100,000 bus. last year.

A Difference in Corns.

The lack of intelligent direction of work on the farm, as in any other business, results in indifferent returns. Farmers who will not read progressive farm journals or study agricultural station bulletins can not hope to keep in touch with advance methods or to obtain maximum results from their soil. They may devote even more time to the cultivation of their fields than is necessary, but without they follow modern methods they can not expect better than old time results. The longer they adhere to the methods of their grandfathers the longer will grain dealers have to pay for nubbins instead of real corn, hence it behooves the dealers to use every effort to help spread the gospel of improved methods.

Kansas has long been one of the leading corn states and last year produced more than 190,000,000 bus., but as in other states some farmers stick to old-time methods and give no thought to the selection of seed or cultivation of soil. Secy. F. D. Coburn, who is the best publicity manager any state board of agriculture ever had, in an effort to call attention to the difference between corns, has illustrated it most emphatically by the engraving given herewith. The corn produced by old-time methods is shown on the right. It is the kind which does not shell out 56 lbs. of corn to the bushel, but no doubt will shell out 56 lbs. of cobs.

It requires no more ground and no more cultivation to produce the corn on the left; the farmer has more to sell and the grain dealer more to handle, hence both are better off as the result of up-to-date methods.

By adopting the union label the Farmers Union which met recently at East St. Louis, will protect the consumer against eggs laid by non-union hens.

The farm products of the year are reported by Secy. of Agri. Wilson to have a farm value of nearly \$6,800,000,000, nearly \$500,000,000 above the value of 1905, and exceeding by over \$2,000,000,000 the figures of the last census. The crops are valued about as follows: Corn, \$1,100,000,000; cotton, including the seed, \$640,000,000; hay, \$600,000,000; wheat, \$450,000,000; oats, \$300,000,000; potatoes, \$150,000,000. Barley is valued at \$65,000,000, showing a gain of 21% in production in the last seven years.



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Some Old Styles.

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The best Coal for Dealers to handle.

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Wheat Tables

On cards.

Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents.

Grain Dealers Co.

255 La Salle Street, - - Chicago, Ill.

Grain Carriers

Interstate Commerce Commissioner Clements has been reappointed.

Forty-nine vessels on the Great Lakes were destroyed during the past season.

The Mexican government has recently acquired control of all the important railroads in that republic.

An extension will be built by the Chicago, Milwaukee & St. Paul from Berlin to Waupaca, Wis., 25 miles.

A line between Ayr and Minot, N. D., is to be built next year by the Great Northern, paralleling the Soo.

The Upper Ontario Steamboat Co. has been incorporated at New Liskeard, Ont., to build steamboats and grain elevators.

Track has been laid beyond Aberdeen on the 114-mile extension of the M. & St. L. R. R. from Watertown to Leola, S. D.

The biggest cargo of grain received at Cleveland, O., was recently brot in by the steamer J. S. Dunham, with 250,000 bus. of flaxseed.

One of the last grain boats to pass thru the Soo this season was the steamer W. H. Gratwick, from Lake Superior to Chicago with flaxseed.

More than 5,000 tons of wheat were loaded into the steamer Quito recently at Seattle, Wash., in the record breaking time of 26 hours.—H. K.

The steamer City of New York, with 30,000 bus. of barley from Montreal ran aground recently in Coteau Lake, owing to the lights having been removed.

A resolution instructing the Interstate Commerce Commission to investigate the car shortage is to be introduced in the house by Congressman Townsend.

It is alleged that more than 4,000 empty cars are standing on side tracks at Kansas City alone on account of the lack of motive power to move them out.

The steamer Wacondah, which left Fort William with grain on Dec. 13, returned to port three days later with a 3-ft. list caused by the cargo shifting in the storm.

The rate on flour and other grain products is to be advanced 1c per 100 lbs. Jan. 10 on shipments from Minneapolis and Duluth to Ohio River crossings for the southeast.

Of the 122 new industrial establishments which were located on the line of the Erie railroad during the fiscal year prior to July 1, 33 are grain elevators and wholesale houses.

Pennsylvania and some other states have laws prohibiting negotiable Bs/L; but it is hoped these stumbling blocks in the way of a uniform B/L which is negotiable, will be removed.

Judge S. H. Cowan of Texas is said to have drawn up a bill giving the Interstate Commerce Commission jurisdiction over the distribution of cars and giving power to enforce penalties for detention of cars.

The state of Missouri is expected to enact a new rate law as the outcome of the injunction proceedings brot by the roads against the enforcement of the maximum freight rate on grain, grain products and other commodities. At a hearing on the injunction proceedings at St. Louis Dec. 11, before Special Master

in Chancery, T. L. Schofield, the cases of the Burlington, Wabash and Missouri Pacific were disposed of.

Governor Deneen has announced that the proposal for the sale of lands owned by the Illinois & Michigan Canal failed to carry because the votes favorable to the sale were not a majority of all the votes cast.

The steel is now about 10 miles from Kenaston on the Great Northern extension from Berthold to Crosby, N. D. The track is expected to reach Kenaston in a week.—B. A. Enochson, Secy. Kenmare Eltr. Co.

The steamship Monarch, with 35,000 bus. of wheat shipped by Parrish & Lindsay of Winnipeg, was wrecked recently on Isle Royale, Lake Superior, while on its last trip of the season from Port Arthur to Sarnia.

The car shortage was considered at a meeting of 800 merchants and manufacturers at Eugene, Ore., Dec. 5. Resolutions were adopted urging the Oregon legislature to enact a reciprocal demurrage law, and to create a state railroad commission.

The car shortage is reported to be as severe in Mississippi as in northern states. At more than a dozen towns along the Mobile, Jackson & Kansas City Railroad, Railroad Commissioner McNair found all the sawmills closed because they were not furnished with cars.

Of course we believe that what is fair for one is fair for another, and it may be if the conditions are justifiable, there will be such a thing as reciprocal demurrage. I am not prepared to say much along that line just now.—Interstate Commerce Commissioner F. K. Lane.

Two weeks ago the elevators at Ayr, N. D., were all full and wheat was lying on the ground in large quantities. I had 5,000 bus. of grain lying in open bins myself. Now things have changed so that the elevators have sufficient room to receive more wheat and the grain which has been lying on the ground is being loaded for shipment. Cars are coming along now very regularly and I believe it is all due to the agitation

about the matter. The people got stirred up about it, the newspapers took hold of it and the railroads found they simply had to make a greater effort to relieve the situation.—F. H. Dickinson.

Buffalo harbor is jammed full of vessels with grain cargoes, and the latest arrivals have been compelled to anchor under the breakwater to await their turn at the elevators. About 10,000,000 bus of grain are afloat; of which 7,000,000 bus. are to be held aboard ship for winter storage.

A convention to promote a national reciprocal demurrage law has been called at Chicago Jan. 4. Before issuing the call Mr. J. E. Defebaugh sent telegrams to the presidents of the various lumber trade organizations and has received over 100 replies expressing sympathy with the movement. The meeting is open to all shippers.

Rate making by the State Railroad Commission of Texas has proven a complete failure. The constitution should provide for the purchase of the railroads by the state at their market value in the event the railroads should attempt to enjoin the rates by resorting to the federal courts.—Oscar S. Colquitt, of Texas Railroad Commission.

Since the new rate law went into effect about 50 complaints have been filed with the Interstate Commerce Commission. Hearings are to begin about Jan. 1 on these complaints, none of which have yet been heard. The cases have been placed on a docket and will be disposed of in short order when once the Commission begins. Hearings will be conducted in a number of cities.

The campaign for a national reciprocal demurrage law inaugurated by T. Peyton Giles of Richmond, Va., is gaining ground daily. Mr. Giles in a recent circular letter says: What we need and must have, is a ruling on all interstate business, requiring shipper and consignee to pay to railroads without delay or recourse, a fixed amount per day for delay to cars beyond free time and railroads to pay in same way a like amount to shipper for not placing cars for loading when ordered. The consignee or holder of this B/L to have the right to deduct from



Moving the Crop Under the New Rules.

The Farmer of the Northwest Seems to be Held for Downs.—Minneapolis Journal.

the freight bill in consideration of delay in transit, such a percentage of the amount charged as freight as shall be due him for each day the commodities called for by B/L have been delayed beyond a rate of movement per day to be decided on as an equitable one by the Interstate Commerce Commission.

I believe that the Interstate Commerce Commission should be given power to compel the railroads to supply sufficient cars to move the products of the country to market at the proper time. It is a question now whether the present law is sufficiently strong on that point and in order to make sure the law should be amended.—Murdo MacKenzie, pres. American National Live Stock Ass'n.

The Jim Hill who threw dust into the eyes of the Interstate Commerce Commissioners at Minneapolis is the same Jim Hill who cut the first flour stencil to mark a barrel of Minneapolis product falsely represented to be of Ohio origin. Evidently Jim Hill is willing to make any representations to gain his ends, whether true or false. Those reading his denunciation of grain men should consider the source.

The allegation by the Illinois Central that permission to alter its rates on less than 30 days' notice was necessary to meet Canadian competition was met by the Grand Trunk and the Canadian Pacific with a promise to the Interstate Commerce Commission that they will file their tariffs and not change them without 30 days' notice. Evidently the new rate law must be fair when roads outside the jurisdiction of the Commission voluntarily place themselves within its pale.

There is not a more troublesome problem of a fundamental character before the commission to-day, in my judgment, than the one arising out of export and import rates and their relation to domestic rates. The result is the carrier is at liberty to make such rate as it finds necessary in order to get a share of any competitive traffic originating outside of the United States with the result of injury to American industries and to the railroads also.—Interstate Commerce Commissioner Martin A. Knapp.

Reciprocal demurrage is a question that will occupy the attention of the Minnesota legislature this winter and we believe some legislation along this line is urgently demanded in North Dakota. The car shortage is becoming more of an evil in the state every year and it has been shown that towns away from competing lines are discriminated against in this matter. There is no justice in the present demurrage system. The railroad company gets all the protection and the shippers none.—Milton, N. D., *Globe*.

Just contemplate how nicely reciprocal demurrage would work at the present time. The farmers and grain shippers cannot get cars; the same is true of the wood and coal dealers. If North Dakota had a reciprocal demurrage law they would all order cars and sit down and watch the railroad sweat. As it is, the people do the sweating and the "common carriers," send cars to North Dakota, when the congestion has been relieved in states where the people have a law or two in their favor.—Leeds, N. D., *News*.

Government regulation of freight rates in Mexico is virtually complete. It is done through a railroad commission consisting of a president and 6 members, all of them men with private occupations. This commission meets one day each week in the City of Mexico to receive

and go over with traffic officers of the railroads any proposals for changes in rates. No freight rate can go into effect except it shall first receive the approval and sanction of the railroad commission. Absolute power rests with this body to decide whether any proposed rate or change of rate is just and reasonable.—*Mexican Investor*.

The following telegram was sent Dec. 14 by Interstate Commerce Commissioner Martin A. Knapp to the presidents of a number of western and northwestern railroads: From many parts of the country and particularly from your section the Interstate Commerce Commission is receiving numerous and importunate complaints of car shortage and failure to transport the necessities of life, in various places in the northwest it is represented that people are actually freezing because sufficient coal for household use cannot be procured owing to extraordinary delays in moving that article. The commission therefore, urge you to make every possible effort to meet at once the needs and relieve the suffering of those dependent upon the facilities of your road.

Help to Reduce Car Scarcity.

In hope of inducing shippers and receivers to help to relieve the freight congestion the Transportation Comite of the Baltimore Chamber of Commerce has issued the following letter:

As the continued car scarcity is causing further serious losses to every branch of business and is especially detrimental to the grain interests, therefore, without attempting here to discuss the causes for this condition, it seems that self interest demands an effort be made by the commercial interests to assist in the relief of this condition by the quick handling of traffic.

The prompt release of every car within the free period, to that extent, furnishes equipment for the railroads, and a general observance on the part of shippers and consignees, of a purpose to thus promptly handle their property, will, in the aggregate, result in more extended relief than is generally supposed, and must redound to the benefit of all interested in the matter of car supply.

The Transportation Committee of the Baltimore Chamber of Commerce suggests that especially the members of this organization, at least during the continuance of present car scarcity, use every reasonable means to unload cars promptly on arrival, regardless of the free period, and that the Inspection Department, so far as may be within its province, co-operate with the merchants in the accomplishment of this object. Very respectfully,

Charles England,
John M. Dennis,
John W. Snyder,
Committee.

A combination of chemicals, which, it is claimed, will ripen wheat and oats six weeks sooner than is now possible, has been discovered by Professor Ferdinand Luerick. He is making experiments in the neighborhood of Pueblo, Colo.

The Japanese dept. of agri. has ordered that lands in Saga and Iboragi prefectures shall be devoted to experiments in the cultivation of wheat, and certain tracts in Kyoto and Aichi prefectures to be used for experiments in the cultivation of barley, with a view to supplying the growing home demand for wheat flour and barley malt.

The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Supreme Court Decisions

Enforcing Arbitration.—Where a dispute is submitted to arbitration in pais, the only way of enforcing the award is by action thereon.—*Nay v. Boston & W. S. R. Co.* Supreme Judicial Court of Massachusetts. 78 N. E. 547.

Growing Crop.—Crops, planted after the death of a lessee on the leased premises during the life of the lease, belong to the estate of the lessee, unless they are exempt.—*Ring v. Lund.* Supreme Court of Iowa. 109 N. W. 710.

Growing Crop.—Where a renting is for a time certain, the tenant is not entitled to crops maturing after the termination of the lease, unless by the custom of the country or by the express agreement with his landlord.—*Carmine v. Bowen.* Court of Appeals of Maryland, 64 Atl. 932.

Sales of Stocks.—An order to buy or sell stock on the New York Stock Exchange is governed as to the legality of the transaction by the law of New York, and not by that of the place where the order is given.—*Berry v. Chase.* Circuit Court of Appeals, Sixth Circuit. 146 Fed. 625.

Growing Crop.—Where the right of a tenant to a crop maturing after the expiration of his lease was equitable, and rested on an equitable estoppel, a court of equity had jurisdiction to protect by injunction the equitable interest of the tenant.—*Carmine v. Bowen.* Court of Appeals of Maryland. 64 Atl. 932.

Factor's Authority.—A factor with authority to sell or reconsign goods consigned to him by his principal has no authority to delegate to another the authority to sell or reconsign the goods without the principal's knowledge and consent.—*Smith v. Jefferson Bank.* St. Louis Court of Appeals, Missouri. 97 S. W. 247.

Speculation by Officer of Corporation.—Where the officers of a corporation used its funds with which to speculate in grain for future delivery, the losses sustained in such transactions, which were wholly fictitious, were recoverable for the benefit of the corporation.—*Hingston v. Montgomery.* Kansas City Court of Appeals, Missouri. 97 S. W. 202.

Shipping Directions.—The clause of the contract requiring shipments to be made according to shipping instructions to be given from time to time by the buyers did not render the contract void for uncertainty or unenforceable except at the option of the buyers.—*Salmon v. Helena Box Co.* Circuit Court of Appeals, Eighth Circuit. 147 Fed. 408.

Injury While Unloading.—One being in a car on an unloading track at the invitation of the consignee and engaged in unloading is entitled to receive warning of the approach of cars placed on the track by employees of the railway company engaged in switching, provided they should have considered the likelihood of his presence in the car.—*Lovell v. Kansas City Southern Ry. Co.* Kansas City Court of Appeals, Missouri. 97 S. W. 193.

Sale of Business.—Since the public policy requires that a man shall be free to sell his business in the most advantageous way, the same policy permits him to enter into a restrictive agreement in aid of the business sold, provided the restrictions, in the judgment of the court, are not unreasonable, having regard to the subject-matter of the contract.—*My Laundry Co. v. Schmeling.* Supreme Court of Wisconsin. 109 N. W. 540.

Fire Set by Engine.—In an action against a railroad for damages from a fire alleged to have been caused by a locomotive, where the evidence is conflicting as to the origin of the fire, it is not essential to

recovery that the evidence should exclude all possibility of another origin, or that it is undisputed, but sufficient that the facts and circumstances warrant the conclusion that the fire did not originate from some other cause.—*Monte Ne. Ry. Co. v. Phillips.* Supreme Court of Arkansas. 96 S. W. 1060.

Unauthorized Sale of Consignment.—Where a principal consigned goods to a factor, with power to sell or reconsign, and a company of which the factor was president took possession of the goods and reconsigned them and sold to a bank the draft drawn on the new consignee for the purchase price, the transaction was not binding on the principal unless authorized by the previous course of dealing, there being no estoppel.—*Smith v. Jefferson Bank.* St. Louis Court of Appeals, Missouri. 97 S. W. 247.

Claim for Damages.—The stipulation in a contract of carriage, authorized, when reasonable, by *Sayles' Ann. Civ. St.* 1897, art. 3379, that the shipper give the carrier a 90 days' notice of claim of damages as a condition to the right of use, notice to any local agent being enough, is reasonable; the shipper knowing that at the place where the contract was made there was an agent who had signed his name to the contract.—*Houston & Texas C. R. Co. v. Mayes.* Court of Civil Appeals of Texas. 97 S. W. 318.

Mistake of a carrier's clerk in billing goods to the wrong destination, which the carrier immediately corrected on notice by sending out a tracer, and the refusal of the connecting carrier to deliver the goods without payment of charges for the extra haul resulting from the mistake, do not make a case of wilfulness, oppression, or wanton disregard of the shippers' rights by the original carrier, authorizing punitive damages for the delay.—*Yazoo & M. V. R. Co. v. Christmas.* Supreme Court of Mississippi. 42 South, 169.

Inspection Law.—The amount of the fee imposed by N. M. act of March 19, 1901, for the inspection of hides offered for transportation beyond the limits of the territory, does not render that statute—if otherwise valid—repugnant to the commerce clause of the Federal Constitution, where it is not so unreasonable and disproportionate to the services rendered as to challenge the good faith of the law.—*Territory of New Mexico ex rel. E. J. McLean & Co. v. Denver & P. R. G. R. Co.* Supreme Court of the United States. 27 Sup. Ct. Rep. 1.

Release of Liability.—A railroad, in compliance with the Interstate Commerce Act (Act Cong., Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) placed on file with the Interstate Commerce Commission, a schedule of tariffs, showing two rates. The railroad subsequently contracted to carry goods. No freight rate was agreed to, either verbally or in the bill of lading, the latter not reciting that a reduced rate was charged. Held, that no consideration was shown for a contract limiting the liability of the railroad on account of carrying the property for the lower rate.—*Phoenix Powder Mfg. Co. v. Wabash R. Co.* St. Louis Court of Appeals, Missouri. 97 S. W. 256.

Landlord's Lien.—*Kirby's Dig. Sec. 5033*, provides that if a landlord, to enable a tenant to make and gather the crop, advances any necessary supplies, either of money, provisions, clothing, stock or other necessary articles, the landlord shall have a lien on the crop for such advances. Held that, where a landlord advanced a tenant, who raised cotton, a sewing machine, a sum for ginning and wrapping, and a sum for pasturing, and the landlord testified that he furnished the articles "on the faith" of his lien, it was sufficient to warrant a finding that the supplies were necessary, and within the statute.—*Earl Bros. & Co. v. Malone.* Supreme Court of Arkansas. 96 S. W. 1062.

Draft Secured by B/L.—A principal consigned goods to a factor. A company of

which the factor was president procured possession of the goods and reconsigned them to a third person. A bank bought the drafts drawn on the third person for the price of the goods, on the faith of the bill of lading. Evidence examined, and held not to show that the bank bought the drafts with bills of lading attached with knowledge that the company did not own the goods and was insolvent and was going to appropriate the proceeds, instead of turning it over to the principal, and the latter could not follow the goods or the proceeds thereof into the hands of the bank.—*Smith v. Jefferson Bank.* St. Louis Court of Appeals, Missouri. 97 S. W. 247.

Inspection Law.—The prohibition against the receipt by common carriers for transportation beyond the limits of the territory of hides which do not bear the evidence of inspection required by N. M. act of March 19, 1901, is a valid exercise of the police power, and does not—there being no congressional legislation covering the subject and making a different provision—violate the commerce clause of the Federal Constitution, altho hides not offered for transportation are not required to be inspected thirty days in slaughterhouses, and not at all outside of the slaughterhouses, and altho the incidental effect of the statute may be to levy a tax upon this class of property.—*Territory of New Mexico ex rel. E. J. McLean & Co. v. Denver & P. R. G. R. Co.* Supreme Court of the United States. 27 Sup. Ct. Rep. 1.

Shipper's Affidavit Weights Must Govern, if So Specified in Sale.

In a case brot by John McClune vs. Hannington & Binkley the arbitration comite of the Wichita Board of Trade recently rendered the following decision:

In this action, John McClune of Carlton, Kans., brot suit against Hannington & Binkley, of Wichita, Kans., for balance of \$60 due him on car of wheat sold to defendants in April, 1906. Hannington & Binkley admit that this indebtedness less 70 cents exchange.

E. J. Smiley, representing John McClune, agrees to allow this amount, making net balance due McClune on car of wheat of \$59.30. In June, 1905, Hannington & Binkley bot from John McClune a car of corn on shippers affidavit weights.

This sale was filled by the shipment of Mo. Pac. car No. 21421 and invoiced to Hannington & Binkley at 1.140 bus. This car was sold by them to C. B. Gaunt Gr. Co. on the same terms and invoiced June 15th, at the same weight, namely 1.140 bus., for which the C. B. Gaunt Gr. Co. paid in full on presentation of B/L.

It appears that John McClune left a margin on his invoice to Hannington & Binkley. Some time in July, McClune requested a settlement and Hannington & Binkley sent their check for the amount, thus closing the transaction.

It is claimed by Hannington & Binkley that soon after the date of this settlement, a request was made of them by the representative of the C. B. Gaunt Gr. Co. for an affidavit covering the weight of the shipment.

On request made by Hannington & Binkley McClune sent them an affidavit setting forth that the corn contained in this car weighed 918 bus.

This affidavit, he afterwards claimed, was made in error, which claim is supported by his affidavit.

On Oct. 17th McClune makes affidavit that car No. 21421 M. P. contained 63,850 lbs. of corn, the amount of the original invoice. It was shown by evidence, that the C. B. Gaunt Gr. Co., to whom

the car was sold, had made no claim on Hannington & Binkley for shortage, altho more than 16 months had elapsed since date of shipment.

It is the decision of this committee that full settlement was made for the car of corn when Hannington & Binkley sent their check for balance due on that transaction, and that Hannington & Binkley be ordered to pay John McClune the sum of \$59.30, balance due him on car of wheat. The cost of this arbitration to be paid by Hannington & Binkley.

(Signed) E. Gorvin,
W. T. Macaulay,
J. A. Woodside,
Arbitration Com.

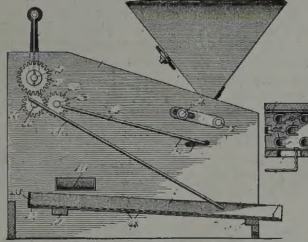
Good milling wheat is reported by Broomhall to be becoming very scarce in Great Britain, and to meet the requirements a larger demand will be made on the United States and Canada. Owing to free use of low grade Russian and Danubian wheat British millers are finding an increasing difficulty in selling bakers grades of flour.

When grain is damaged in transit it is sometimes the consignee and sometimes the consignee who should sue the carrier. Where delivery is f. o. b. the carrier is agent of the consignee to receive and transport the goods, hence the consignee is the owner of them during transportation and is the one to bring suit. Where delivery by consignee is at destination, the carrier is his agent and he, the consignee, should be the one to bring suit. In any case, however, it will not be difficult for either buyer or seller to assign to the other any interest he may have had in the grain at the time of loss, and the assignee will then be in a position to sue.

Seed Corn Sorter.

In order to obtain a stand of corn having the desired number of stalks to a hill the corn planter should be supplied with kernels of uniform size. Very few machines have been designed for sorting corn for planting, but to meet the need there have been several recent inventions, the one shown in the engraving herewith being the most recent. For this invention letters patent No. 838,220 were granted Dec. 11 to Ralph H. Stimple.

From the hopper the corn falls upon



Seed Corn Sorter.

a perforated sifter, including an endless slat conveyor with a fixed platform beneath, which separates the corn and trash of seed from thinner and smaller kernels. Beneath the fixed platform is a vibratory tray having openings formed for the passage therethru of thinner and smaller kernels. A chute receives the separated seed kernels from the first vibratory tray and delivers to a last vibratory tray.

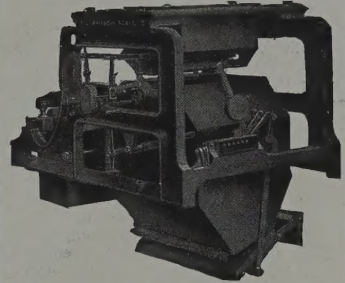
The first calendar of the season—a very handsome one comes from the Hunting Eltr. Co., of McGregor, Ia.

IT'S NOT THE CHEAPEST AUTOMATIC
WEIGHER THAT SAVES THE MOST CASH

The BEST is the Cheapest.
Ask your neighbor who uses

THE RICHARDSON IMPROVED SCALE

What he thinks about it. Make
yourself a Christmas gift and
enjoy a "Happy New Year."



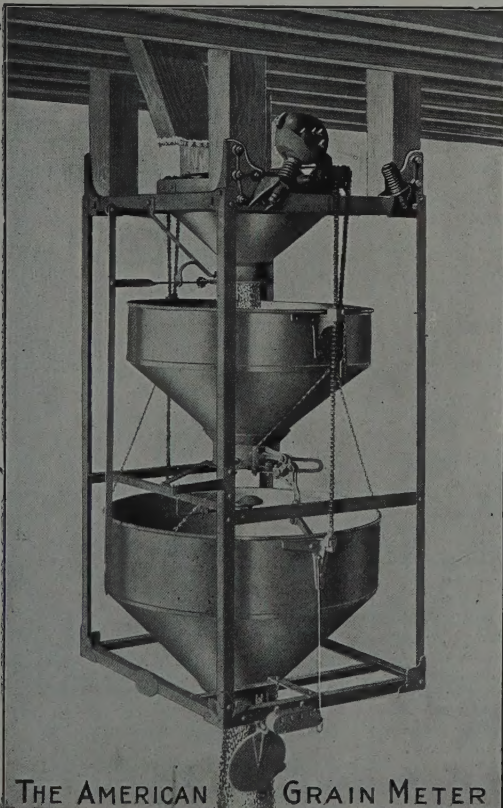
Address:

RICHARDSON SCALE COMPANY

1321 Park Row Bldg., New York

1011 Reister Bldg.
Chicago

1210 Hibernia Bank Bldg.
New Orleans



Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, } ss
Champaign Co., }

AMERICAN GRAIN METER
VS
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowler, at Bowler'sville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed. The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. G. Powers
Notary Public for R. R. Track Scales
J. L. Bowler
Signed and sworn to before me this 16th day of June, 1906
M. M. Rock Justice of the Peace
In and for Champaign Co.

AMERICAN GRAIN METER { ACCURATE RELIABLE PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ery & Co., . . . Omaha
Brown & Varney, . . . Cincinnati
Maheu & Coyle, . . . St. Louis, Mo.

J. R. Detweiler, Chicago
Robert Craig, Minneapolis
Wm. Robinson, Des Moines
Thos. McFeely, Philadelphia, Pa.

The Howe Scale Co. of Illinois, Cleveland, Ohio

Supply Trade

Bemis & Son, Sidney, O., eltr. builders, are out of business.

Hageman & Son, New Madison, O., have sold their car mover business.

An advertisement should first attract, then interest, and finally educate.—*Ma-hin's Messenger*.

Parties in New York have ordered a specially designed Hall Signaling Distributor for a bone char elevator.

W. J. Scott will take the place of Geo. J. Noth as Chicago representative of the Invincible Grain Cleaner Co.

The American Grain Meter Co., Springfield, O., report that they are away behind with orders for grain meters.

Fred Friedline has returned to Chicago from Memphis after having finished up six separate contracts, consisting of four grain elevators, and two warehouses.

When in a contract for the sale of machinery, its power and capacity are expressly described, there is no implied warranty that it will be adequate to the purpose for which it is to be used, though that purpose is known by the vendor at the time of making the contract.—*Cleveland Punch & Shear Works v. Consumers Carbon Co.* Supreme Court of Ohio, 78 N. E. 1009.

An exclusive license to sell a patented article, granted by the owner of the patent who is also the manufacturer of the article, does not vest the licensee with the right to impose a valid restriction upon the future selling price of the article under penalty of liability for infringement of the patent.—*Robert H. Ingersoll & Bro. v. Snellenberg*, Circuit Court, Eastern District of Pennsylvania, 147 Federal Reporter, 522.

The Invincible Grain Cleaner Co., write: We wish to take this opportunity to wish one and all of our many customers and friends, a Merry Christmas and Happy and Prosperous New Year. Also, to say that the year just closing has been the most prosperous of any year in the history of our business. It has been our aim and policy to embody in our machines, all of the latest improvements, adding new machines where found necessary and keeping our line fully up to date.

The Younglove Construction Co., Mason City, Ia., has just issued a series of blue prints of plans of elevators from 10,000 to 25,000 bus. capacity, that are unique and somewhat different from the plans of grain elevators generally sent out by architects. They are composed of several sheets and are no larger than those used in writing specifications. They are complete and perfect in every way—measurements given and drawn to scale. Any grain dealer who contemplates building a grain elevator can obtain a set of these by sending them a request for same on his business stationery.

When advertising was in its infancy people thought there was something wrong with goods that had to be pushed in that way. Now people understand that worthy, standard and reliable goods are almost invariably advertised in good publications. They know that a firm whose advertisements are admitted to a high-grade publication must be thoroughly reliable, and that its goods are as advertised. As a consequence unadvertised goods are looked upon with suspicion as

either not good enough to be advertised or coming from a source which makes their publicity inadmissible to the columns of high-grade publications.

The Minneapolis Steel & Machinery Co. has issued a very handsomely illustrated catalog of the Munzel Gas Engine and Gas Producer, for which the company has the exclusive rights in America. Two tables are given showing the relative cost of power with producer gas compared to other fuels, and the comparative efficiency of steam and suction producer gas engine power plants. The construction of the parts of the Munzel Engine is illustrated, and the operation of the producer is illustrated by a cross section. Copies of the catalog will be sent to readers of the Grain Dealers Journal on request.

The Hess Warming & Ventilating Co. is receiving good reports from users of its new Hess "Ideal" grain driers, recently placed on the market to meet the special needs of country elevators and mills. These small driers have fully met all expectations, and many inquiries for them are coming to the makers. Among orders received since those last reported are: Dunlap Milling Co., Clarksville, Tenn.; Sheldon Elevator Co., Sheldon, Ill.; Moleno de la Colmena, Saltillo, Mexico; Florentino Sartorius, Zacuapam, Mexico. Realizing that when these small driers are ordered, some emergency usually exists, the Hess Company will aim to keep a number in stock, packed ready for shipment, and with this in view, advertises in this issue its ability to ship on receipt of order, or within forty-eight hours. As no building is required for this drier its erection is a matter only of days—not weeks, and no grain owner need deprive himself of the use of a drier because of prospective delays in receiving it from the makers. The Hess organization has made for itself a reputation for promptness in serving its customers.

Books Received

THE BOOK OF ALFALFA.—One of the most important movements which has occurred in American agriculture is the general introduction of alfalfa as a hay and pasture crop. The Book of Alfalfa is a conservative setting forth of what alfalfa has been found to be and to do under wide variations of soil, climate, condition and locality, and a description of the most approved methods of growing and utilization, containing chapters on History, Description, Varieties and Habits, Universality of Alfalfa, Yields and Comparison with Other Crops, Seed and Seed Selection, Soil and Seeding, Cultivation, Harvesting, Storing, Pasturing and Soiling, Alfalfa as a Feed Stuff, Alfalfa in Beef-Making, Alfalfa and the Dairy, Alfalfa for Swine, Alfalfa for Horses and Mules, Alfalfa for Sheep-Raising, Alfalfa for Bees, Alfalfa for Poultry, Alfalfa for Food Preparation, Alfalfa for Town and City, Alfalfa for Crop Rotation, Nitro-Culture, Alfalfa as a Commercial Factor, The Enemies of Alfalfa, Difficulties and Discouragements, Alfalfa in the Orchard, Practical Experiences with Alfalfa. The chapter on Seed and Seed Selection is worth several times the cost of the volume to the seed dealer and the grower of alfalfa. A copious index of 20 pages makes the book valuable as a work of reference, the author, F. D. Coburn, being an unquestioned authority, who has collected in this volume practically all that is known of alfalfa and much that is new and never pub-

lished elsewhere. As secretary of the Kansas Dept. of Agriculture Mr. Coburn has been well situated to observe the progress of this crop from west to east, and his earlier publication on "Alfalfa" was in many respects a classic. Profusely illustrated, with 57 engravings; 350 pages; 6½ x 9 inches. The Orange Judd Co., New York. Cloth, \$2.

Meetings of Policy Holders.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY OF IOWA: The annual meeting of the policy holders of the above named company will be held at Des Moines, Iowa, at 2 o'clock p. m., Wednesday, January 16, 1907.

GRAIN DEALERS NATIONAL FIRE INSURANCE Company's annual meeting of policy holders will be held in the offices of the company, Indianapolis, Ind., Jan'y 16, 1907.

The battle on the bull side of wheat is won, in my opinion. When May wheat sold at 75½ cents on Sept. 10, it sold at the lowest price it will sell at on the crop. Men, opinions and sentiment all have to go down and out before the ruler, and the ruler is the situation, and the situation is bullish.—E. W. Dennis.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,450,000
Risks in force, Tornado.....	1,010,000
Admitted Ledger Assets.....	\$16,478.39
Six Months' Assessment in course of collection, over.....	25,000.00

Total Amount Assets Available for the payment of losses.....	\$41,478.39
Fire and Lightning Cost for Current Year Only 80 per cent of the rate.	
Tornado Cost for Past Five Years Only 50 per cent of the rate.	

F. D. BABCOCK, Secy.

YOUR COST FOR INSURANCE

on grain elevators and contents if written with the Elevator Underwriters will be the lowest you have ever obtained.

A Trial Policy

will convince you of the merits of this plan of insurance. For particulars address

U. S. Epperson
Attorney and Manager
407-408-409 KEMPER BLDG.
KANSAS CITY, MO.

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers

MUTUAL FIRE INSURANCE CO.

of Lansing, Mich.

Assets	\$1,800,000
Losses paid	1,500,000
Net cash assets	328,000

Millers Mutual Fire Insurance Association of Illinois, Alton, Ill.

Saved its members 55% of their rate of insurance last year, and added \$64,434.82 to its surplus. Are you one of their members? If not, you had better try them this year, and secure good insurance on your mill, elevator, grain warehouse or stock contained therein, and reduce your expense account.

Insurance in force.....	\$8,987,642.00
Face value of notes.....	1,328,540.52
CASH ASSETS	273,728.37

For full particulars address

D. R. SPARKS, Pres. A. R. McMINNEY, Sec.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875.

J. G. SHARP, Secretary.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - -	\$4,341,881.00
Net Cash Surplus, -	759,569.00

STUDY THE THERMOMETER

Before Placing *Grain Insurance* Permanent or Short Term

At the same basis rate, it shows what the straight premium companies charge for a full year and the increase in percent for a few months, as compared with the cost in the



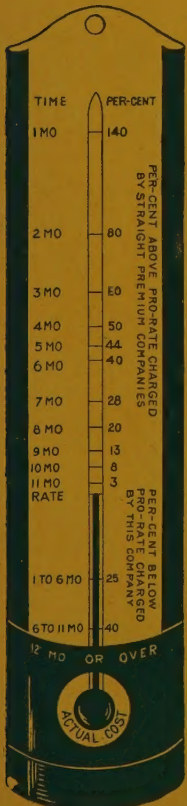
INDIANAPOLIS, IND.

Insurance should be increased or decreased according to the value of the grain. This cannot be afforded when, for say only four months, the cost is 50 per cent above pro rata.

Necessary Insurance can surely be afforded at our charges, which are a considerable below pro rata. We make a definite charge per month on each \$1000, low enough to offset some of the losses due to the car shortage.

You will note that the cost for a full year is a larger per cent saving than short term. That is an argument to place all your insurance with us. For particulars write

C. A. McCOTTER, Secretary.



A J A X

Highest Quality Long Fibre Manila Transmission Rope

Strongest

Safest

and

Most

Economical



TRADE MARK

For 15
Years
the
Standard
of all
Transmis-
sion Rope.

A Tarred Brown Yarn Running Through The Strands.

Our Ajax Rope is made from the finest selected "Cebu" Manila Hemp, which has had all the knots, tow and other weak parts combed out of it before it is spun into yarn.

Always Uniform In Size and Quality.

Some of the largest grain elevators in the world are equipped throughout with "Ajax" drives. Ask for sample combed out to show the strength and excellence of the fibre. There is absolutely nothing better.

Send for our 48-page "AJAX" Book and our Pamphlet on Rope Transmission. Made only by

H. Channon Company.
Chicago.

Elevator Buckets

FOR ALL PURPOSES
are but a lesser part
of our extensive line of

Elevating and Conveying Machinery

FOR USE IN

Grain Elevators
and
Flour Mills



WEBSTER M'F'G CO.
1075-1097 West 15th Street, CHICAGO

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.
MY COLLECTOR IS AT YOUR SERVICE.
WRITE FOR PARTICULARS.

H. L. DAY, 1122-1126 Yale Place
MINNEAPOLIS, MINN.

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